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NEW YORK, N.Y. 10005

212 HANOVER 2-3000

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RECORDATION NO. Filed 1425

APR 10 1979 - 2 20 PM

INTERSTATE COMMERCE COMMISSION

9-101A089

APR 11 0 1979

Date
Fee \$ 50.00

ICC Washington, D. C.

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Southern Pacific Transportation Company
Conditional Sale Agreement Dated as of April 1, 1979-
10% Conditional Sale Indebtedness Due
October 1, 1994

April 10, 1979

Dear Sir:

Pursuant to 49 U.S.C. § 11303(a), I enclose herewith on behalf of Southern Pacific Transportation Company, for filing and recordation, counterparts of the following:

New Number
(a) Conditional Sale Agreement dated as of April 1, 1979, between Southern Pacific Transportation Company and each of Bethlehem Steel Corporation, Portec, Inc., FMC Corporation, Greenville Steel Car Company and General Electric Company; and

(b) Agreement and Assignment dated as of April 1, 1979, between Metropolitan Life Insurance Company and each of Bethlehem Steel Corporation, Portec, Inc., FMC Corporation, Greenville Steel Car Company and General Electric Company.

The addresses of the parties to the aforementioned agreements are:

APR 10 2 15 PM '79

RECEIVED

Robert Rosenman *ET Bross*

Railroad:

Southern Pacific Transportation Company
Southern Pacific Building
One Market Plaza
San Francisco, California 94105.

Builders-Vendor:

Bethlehem Steel Corporation,
Bethlehem, Pennsylvania 18016.

Portec, Inc.,
1800 Century Boulevard, Suite 6800,
Atlanta, Georgia 30345.

FMC Corporation,
4700 Northwest Front Avenue, Box 3616,
Portland, Oregon 97208.

Greenville Steel Car Company,
Union Street,
Greenville, Pennsylvania 16125.

General Electric Company,
2025 49th Avenue North,
Minneapolis, Minnesota 55430.

Assignee:

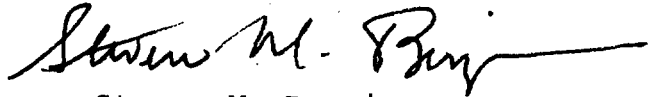
Metropolitan Life Insurance Company,
One Madison Avenue,
New York, New York 10010.

The equipment covered by the aforementioned agreements is listed in Exhibit A attached hereto. The equipment bears the legend "Ownership Subject to a Security Interest Filed with Interstate Commerce Commission".

Enclosed is our check for \$50 for the required recordation fee. Please accept for recordation one counterpart of each of the enclosed agreements, stamp the remaining counterparts with your recordation number and return them to

the delivering messenger along with your fee receipt,
addressed to the undersigned.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Steven M. Berzin", with a long horizontal flourish extending to the right.

Steven M. Berzin,
as agent for
Southern Pacific
Transportation Company

H. G. Homme, Jr, Secretary,
Interstate Commerce Commission,
Washington, D. C. 20423

Encls.

EXHIBIT A (Cont.)

<u>Quantity</u>	<u>Type</u>	<u>Road Numbers or Serial Numbers (Inclusive)</u>
250	Enclosed Tri-Level Superstructures Complete with End Doors for 70-ton, 89'4" Flush Deck Low Level Flat Cars	SP 516553- SP 516605 and SP 517365- SP 517561
100	Enclosed Tri-Level Superstructures Complete with End Doors for 70-ton, 89'4" Flush Deck Low Level Flat Cars	SP 516453- SP 516552
148	70-ton, 52'8" Box Cars with Double 8' Free Rolling Sliding Doors and Cushion Underframes	SP 246260- SP 246407
500	100-ton, 2,300 cu. ft. Open Top Hopper Cars	SP 466550- SP 467049
4	Locomo- tive Slug Units	SP 1010- SP 1013

Interstate Commerce Commission
Washington, D.C. 20423

4/10/79

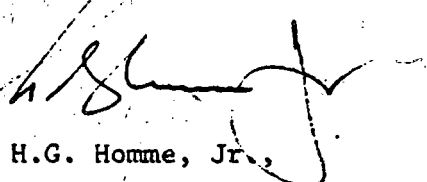
OFFICE OF THE SECRETARY

Steven M. Berzin
Cravath, Swaine & Moore
One Chase Manhattan Plaza
New York, N.Y. 10005

Dear Sir:

The enclosed document(s) was recorded pursuant to the
provisions of Section 20(c) of the Interstate Commerce Act,
49 U.S.C. 20(c), on 4/10/79 at 2:20pm
and assigned recordation number(s) 10272

Sincerely Yours,


H.G. Homme, Jr.,
Secretary

Enclosure(s)

SE-30-T
(2/78)

10272

RECORDATION NO. Filed 1425

APR 10 1979 -2 20 PM

INTERSTATE COMMERCE COMMISSION

[CS&M Ref.: 1571-123]

CONDITIONAL SALE AGREEMENT

Dated as of April 1, 1979,

Between Each of

BETHLEHEM STEEL CORPORATION,
PORTEC, INC.,
FMC CORPORATION,
GREENVILLE STEEL CAR COMPANY,
GENERAL ELECTRIC COMPANY
and
SOUTHERN PACIFIC TRANSPORTATION COMPANY

AGREEMENT AND ASSIGNMENT

Dated as of April 1, 1979,

Between Each of

BETHLEHEM STEEL CORPORATION,
PORTEC, INC.,
FMC CORPORATION,
GREENVILLE STEEL CAR COMPANY,
and
GENERAL ELECTRIC COMPANY,
Builders

and

METROPOLITAN LIFE INSURANCE COMPANY,
Assignee

CONDITIONAL SALE AGREEMENT

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CONDITIONAL SALE AGREEMENT dated as of April 1, 1979, between each of BETHLEHEM STEEL CORPORATION, PORTEC, INC., FMC CORPORATION, GREENVILLE STEEL CAR COMPANY and GENERAL ELECTRIC COMPANY (collectively the "Builders" or severally the "Builder", or collectively or severally the "Vendor" as the context may require, all as more particularly set forth in Article 1 hereof) and SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation (the "Railroad").

WHEREAS the Builders severally have agreed to construct, sell and deliver to the Railroad, and the Railroad has agreed to purchase, the railroad equipment described in Schedule B hereto (the "Equipment");

NOW, THEREFORE, in consideration of the mutual promises, covenants and agreements hereinafter set forth, the parties hereto do hereby agree as follows:

ARTICLE 1. Certain Definitions; Obligations of the Builders Several. The term "Vendor", whenever used in this Agreement, means, before any assignment of any of its rights hereunder, each of the corporations named in Item 1 of Schedule A hereto, and any successor or successors for the time being to its respective manufacturing properties and businesses, and, after any such assignment, both any assignee or assignees for the time being of such particular assigned rights as regards such rights, and also any assignor as regards any rights hereunder that are retained or excluded from any assignment. The term "Builder", whenever used in this Agreement, means, both before and after any such assignment, each of the corporations named in Item 1 of Schedule A hereto (as to the units of Equipment to be constructed by such corporation and sold hereunder), and any successor or successors for the time being to its respective manufacturing properties and businesses.

The rights and obligations of the Builders under this Agreement are several in accordance with their interests and not joint. Accordingly, whenever this Agreement, by the use of such designation as "the Vendor", "such Builder" or other similar term, confers a right or imposes an obligation upon any corporation named in Item 1 of Schedule A hereto or

its successor, such right or obligation shall be construed to accrue to or to be enforceable against only the specific corporation furnishing the units of Equipment giving rise to such right or obligation and its successors as herein provided.

ARTICLE 2. Construction and Sale. Pursuant to this Agreement each Builder shall construct the units of the Equipment to be constructed by it as described in Schedule B hereto (such units of Equipment with respect to such Builder being hereinafter called "its Equipment") at its plant set forth in said Schedule B and will sell and deliver to the Railroad, and the Railroad will purchase from such Builder and accept delivery of and pay for (as hereinafter provided), such Equipment, each unit of which shall be constructed in accordance with the specifications set forth therefor in Schedule B hereto and in accordance with such modifications thereof as may be agreed upon in writing between such Builder and the Railroad (which specifications and modifications, if any, are hereinafter called the "Specifications"). The design, quality and component parts of each unit of the Equipment shall conform, on the date of the applicable Specifications, to all Department of Transportation and Interstate Commerce Commission requirements and specifications and to all standards recommended by the Association of American Railroads reasonably interpreted as being applicable to equipment of the character of such units of the Equipment and each unit of the Equipment (except to the extent, if any, referred to in Schedule A hereto and/or in Article 8 hereof) will be new railroad equipment.

ARTICLE 3. Inspection and Delivery. Each Builder will deliver the units of Equipment to the Railroad at the place or places specified in Schedule B hereto or at such other place or places as the Railroad and the Builder may agree, freight charges if any, prepaid, in accordance with the delivery schedule set forth in Schedule B hereto; provided, however, that no Builder shall have any obligation to deliver any unit of its Equipment hereunder at any time after the commencement of any proceedings specified in clause (c) or (d) of Article 16 hereof or if any event of default (as described in Article 16 hereof), or event which with lapse of time and/or demand could constitute such an event of default, shall have occurred.

Each Builder's obligation as to time of delivery is subject, however, to delays resulting from causes beyond such Builder's reasonable control, including but not limited

to acts of God, acts of government such as embargoes, priorities and allocations, war or war conditions, riot or civil commotion, sabotage, strikes, differences with workmen, accidents, fire, flood, explosion, damage to plant, equipment or facilities, delays in receiving necessary materials or Equipment or delays of carriers or subcontractors.

Notwithstanding the preceding provisions of this Article 3, any Equipment not delivered, accepted and settled for pursuant to Article 4 hereof on or before April 1, 1980, or such other date as the parties may agree upon, shall be excluded herefrom. If any unit or units of Equipment shall be excluded from this Agreement pursuant to the immediately preceding sentence, the Builder or Builders of such unit or units and the Railroad shall execute an agreement supplemental hereto limiting this Agreement to the units of Equipment not so excluded herefrom. If a Builder's failure to deliver Equipment so excluded from this Agreement resulted from one or more of the causes set forth in the immediately preceding paragraph, the Railroad shall nevertheless be obligated to accept such Equipment and pay the full purchase price therefor, determined as provided in this Agreement, if and when such Equipment shall be completed and delivered by such Builder, such payment to be in cash on the delivery of such Equipment, either directly or, in case the Railroad shall arrange therefor, by means of a conditional sale agreement, equipment trust or such other appropriate method of financing as the Railroad shall determine and as shall be reasonably acceptable to such Builder.

During construction, the Equipment shall be subject to inspection and approval by the authorized inspectors of the Railroad and each Builder shall grant to such authorized inspectors reasonable access to its plant. Each Builder agrees to inspect all materials used in the construction of the Equipment in accordance with the standard quality control practices of such Builder. Upon completion of each unit or of a number of units of the Equipment, such unit or units shall be presented to an inspector of the Railroad for inspection at the place specified for delivery of such unit or units, and if each such unit conforms to the Specifications, requirements and standards applicable thereto, such inspector or an authorized representative of the Railroad shall execute and deliver to such Builder a certificate of acceptance (the "Certificate of Acceptance") stating that such unit or units have been inspected and accepted on behalf of the Railroad and are marked in accordance with Article 7 hereof; provided, however, that such Builder shall not

thereby be relieved of its warranty referred to in Article 14 hereof.

On delivery of each such unit hereunder at the place specified for delivery, the Railroad will assume the responsibility and risk of, and shall not be released from its obligations hereunder in the event of any damage to or the destruction or loss of such unit; provided, however, that such delivery shall not thereby relieve any Builder of its warranty referred to in Article 14 hereof.

ARTICLE 4. Purchase Price and Payment. The base price or prices per unit of the Equipment are set forth in Schedule B hereto. Such base price or prices are subject to such increase or decrease as may be agreed to by the Builder thereof and the Railroad. The term "Purchase Price" as used herein shall mean the base price or prices as so increased or decreased. If the aggregate Purchase Price of Equipment for which settlement has been or is then proposed to be made under this Agreement is in an amount in excess of \$66,100,000, the Railroad may, at its option, exclude from this Agreement any unit or units of Equipment for which settlement has not been made and the Builder or Builders (and any assignee of the Builders) shall, upon request of the Railroad enter into an agreement excluding from this Agreement such unit or units of Equipment then proposed to be settled for and specified by the Railroad but fully preserving such Builder's security interest in such Equipment in a manner acceptable to such Builder, as will, after giving effect to such exclusion, reduce the aggregate Purchase Price under this Agreement to not more than \$66,100,000, and the Railroad agrees to purchase any such unit or units so excluded from this Agreement and to pay the Builder in cash on the date such unit or units would otherwise have been settled for under this Agreement either directly, or, in case the Railroad shall arrange therefor, by means of a conditional sale, equipment trust or other appropriate method of financing, as the Railroad shall determine and as shall be reasonably acceptable to such Builder.

For the purpose of making settlement, the Equipment of each Builder shall be divided into groups of units of the Equipment, delivered to and accepted by the Railroad (each such group being hereinafter called a "Group"), consisting of all units of Equipment not yet settled for and for which an invoice or invoices and the Certificate or Certificates of Acceptance are presented by such Builder by the 10th of any calendar month; provided, however, that, except for the

last settlement, in no event, without the consent of the Vendor, shall the aggregate Purchase Price of all units of Equipment for which settlement is being made, as stated in the invoices therefor, be less than \$1,000,000 and settlement shall not be made hereunder more frequently than once each month.

The Railroad hereby acknowledges itself to be indebted to the Vendor in the amount of, and hereby promises to pay in cash to the Vendor at such place as the Vendor may designate, the Purchase Price of the Equipment, as follows:

(a) on each Closing Date (as hereinafter defined) the amount, if any, by which (x) the aggregate Purchase Price of all units of the Equipment for which settlement has theretofore and is then being made, as stated in the invoice or invoices presented in respect of such Closing Date (said invoiced prices being hereinafter called the "Invoiced Purchase Prices"), exceeds (y) the sum of \$66,100,000 and any amount or amounts previously paid or payable with respect to the Invoiced Purchase Prices pursuant to this subparagraph (a); and

(b) in 15 consecutive equal annual installments, as hereinafter provided, an amount equal to the aggregate of the Invoiced Purchase Prices for all of the Equipment less the amount paid or payable with respect thereto pursuant to subparagraph (a) of this paragraph (the aggregate of said installments being hereinafter called the "CSA Indebtedness").

In the event that on any Closing Date the final Purchase Price of any Group has not been finally determined, the invoice presented may be a preliminary invoice, subject to adjustment upon determination of the final Purchase Price, and a supplemental invoice may be presented by the appropriate Builder at least fifteen days prior to any subsequent Closing Date for settlement on such subsequent Closing Date for any increase in the Purchase Price; it being understood and agreed by each Builder that any preliminary invoice or invoices presented by such Builder in respect of any Group shall be in an amount not in excess of the final Purchase Price of such Group.

The installments of the CSA Indebtedness payable pursuant to subparagraph (b) of the third paragraph of this

Article 4 shall be payable annually on October 1 in each year commencing on October 1, 1980, to and including October 1, 1994. The unpaid portion of the CSA Indebtedness shall bear interest from the respective Closing Dates on which such indebtedness was incurred at the rate of 10% per annum. Such interest shall be payable, to the extent accrued, on April 1 and October 1 in each year, commencing October 1, 1979.

The term "Closing Date" with respect to any Group of the Equipment shall mean such date (on or after April 15, 1979, and prior to April 1, 1980, or such other date as the parties may agree) not later than the twenty-fifth day (or if such day is not a business day, on the next succeeding business day) of the calendar month of presentation by the Builder to the Railroad of the invoice and the Certificate or Certificates of Acceptance for such Group, as shall be fixed by the Railroad by written notice delivered to the Vendor at least six business days prior to the Closing Date designated therein.

The term "business days" as used herein means calendar days, excluding Saturdays, Sundays and any other day on which banking institutions in New York, New York, are authorized or obligated to remain closed.

All interest under this Agreement shall be calculated on an actual days elapsed of a 365-day (or 366-day) year basis, except that interest payable on the first interest payment date following the applicable Closing Date for a period of less than six months shall be the lesser of an amount calculated as aforesaid and an amount calculated on the basis of a 360-day year of twelve 30-day months.

The Railroad will pay, to the extent legally enforceable, interest at the rate of 10% per annum upon all amounts remaining unpaid after the same shall have become due and payable pursuant to the terms hereof, anything herein to the contrary notwithstanding.

All payments provided for in this Agreement shall be made in such coin or currency of the United States of America as at the time of payment shall be legal tender for the payment of public and private debts. Except as provided in Article 8 hereof, the Railroad shall not have the privilege of prepaying any installment of its indebtedness hereunder prior to the date it becomes due.

In the event the Vendor, pursuant to Article 15 hereof, assigns the right to receive the payments herein pro-

vided to be made by the Railroad, the assignee thereof may request the Railroad to make and the Railroad shall make such payments to it in Federal or other immediately available funds at such address as shall be supplied to the Railroad by the assignee.

ARTICLE 5. Taxes. All payments to be made by the Railroad hereunder will be free of expense to the Vendor for collection or other charges and will be free of expense to the Vendor with respect to the amount of any local, state, federal or foreign taxes (other than net income, gross receipts [except gross receipts taxes in the nature of or in lieu of sales or use taxes], excess profits and similar taxes) or license fees, assessments, charges, fines or penalties hereafter levied or imposed upon or in connection with or measured by, this Agreement or any sale, use, payment, shipment, delivery or transfer of title under the terms hereof (all such expenses, taxes, license fees, assessments, charges, fines and penalties being hereinafter called impositions), all of which impositions the Railroad assumes and agrees to pay on demand. The Railroad will also pay promptly all impositions which may be imposed upon the Equipment delivered to it or for the use or operation thereof or upon the earnings arising therefrom or upon the Vendor solely by reason of its ownership thereof and will keep at all times all and every part of the Equipment free and clear of all impositions which might in any way affect the title of the Vendor or result in a lien upon any part of the Equipment; provided, however, that the Railroad shall be under no obligation to pay any impositions of any kind so long as it is contesting in good faith and by appropriate legal proceedings such impositions and the nonpayment thereof does not, in the opinion of the Vendor, adversely affect the property or rights of the Vendor in or to the Equipment or otherwise under this Agreement. If any such impositions shall have been charged or levied against the Vendor directly and paid by the Vendor, the Railroad shall reimburse the Vendor upon presentation of an invoice therefor, and any amounts so paid by the Vendor shall be secured by and under this Agreement; provided, however, that the Railroad shall not be obligated to reimburse the Vendor for any impositions so paid unless the Vendor shall have been legally liable with respect thereto (as evidenced by an opinion of counsel for the Vendor) or unless the Railroad shall have approved the payment thereof.

ARTICLE 6. Title to the Equipment. The Vendor shall and hereby does retain the full legal title to and

property in the Equipment until the Railroad shall have made all its payments under this Agreement and shall have kept and performed all its agreements herein contained, notwithstanding the delivery of the Equipment to and the possession and use thereof by the Railroad as provided in this Agreement. Any and all additions to the Equipment and any and all replacements of the Equipment and of parts thereof and additions thereto shall constitute accessions to the Equipment and shall be subject to all the terms and conditions of this Agreement and included in the term "Equipment" as used in this Agreement.

Except as otherwise specifically provided in Article 8 hereof, when and only when the full indebtedness in respect of the Purchase Price of the Equipment, together with interest and all other payments as herein provided, shall have been paid, and all the Railroad's obligations herein contained shall have been performed by the Railroad, absolute right to the possession of, title to and property in the Equipment shall pass to and vest in the Railroad without further transfer or action on the part of the Vendor. However, the Vendor, if so requested by the Railroad at that time, will (a) execute a bill or bills of sale for the Equipment transferring its title thereto and property therein to the Railroad, or upon its order, free of all liens, security interests and other encumbrances created or retained hereby and deliver such bill or bills of sale to the Railroad at its address referred to in Article 21 hereof, (b) execute and deliver at the same place, for filing, recording or depositing in all necessary public offices, such instrument or instruments in writing as may be necessary or appropriate in order then to make clear upon the public records the title of the Railroad to the Equipment and (c) pay to the Railroad any money paid to the Vendor pursuant to Article 8 hereof and not theretofore applied as therein provided. The Railroad hereby waives and releases any and all rights, existing or that may be acquired, in or to the payment of any penalty, forfeit or damages for failure to execute and deliver such bill or bills of sale or instrument or instruments or to file any certificate of payment in compliance with any law or statute requiring the filing of the same, except for failure to execute and deliver such bill or bills of sale or instrument or instruments or to file such certificate within a reasonable time after written demand by the Railroad.

ARTICLE 7. Marking of the Equipment. The Railroad will cause each unit of the Equipment to be kept numbered with its identifying number as set forth in Schedule B

hereto, or in the case of Equipment not there listed such identifying number as shall be set forth in any amendment or supplement hereto extending this Agreement to cover such Equipment, and will keep and maintain, plainly, distinctly, permanently and conspicuously marked on each side of each unit, in letters not less than one inch in height, the words "Ownership Subject to a Security Interest Filed with Interstate Commerce Commission" or other appropriate markings approved by the Vendor, with appropriate changes thereof and additions thereto as from time to time may be required by law in order to protect the Vendor's title to and property in the Equipment and its rights under this Agreement. The Railroad will not place any such unit in operation or exercise any control or dominion over the same until such markings have been made thereon and will replace promptly any such markings which may be removed, defaced or destroyed. The Railroad will not change the number of any unit of the Equipment except in accordance with a statement of new number or numbers to be substituted therefor, which statement previously shall have been filed with the Vendor by the Railroad and filed, recorded and deposited by the Railroad in all public offices where this Agreement and, in case such unit is an automobile rack superstructure, any financing statement in respect thereof, shall have been filed, recorded and deposited.

Except as provided in the immediately preceding paragraph, the Railroad will not allow the name of any person, association or corporation to be placed on any unit of the Equipment as a designation that might be interpreted as a claim of ownership; provided, however, that the Railroad may cause the Equipment to be lettered with the names or initials or other insignia of the Railroad or its affiliates.

ARTICLE 8. Prepayment of CSA Indebtedness; Replacement Equipment.

A. Casualty Occurrences. In the event that any unit of the Equipment shall be worn out, lost, stolen, destroyed, irreparably damaged or otherwise rendered permanently unfit for use from any cause whatsoever, or taken or requisitioned by condemnation or otherwise (such occurrences being hereinafter called "Casualty Occurrences"), the Railroad shall promptly (after it has knowledge of such Casualty Occurrence) and fully inform the Vendor in writing in regard thereto. When the aggregate Replacement Value (as defined in the second paragraph of subparagraph D of this Article 8)

of all units having suffered a Casualty Occurrence (exclusive of units having suffered a Casualty Occurrence with respect to which a payment shall have been made to the Vendor pursuant to this Article 8) hereunder shall exceed \$300,000 (or such lesser amount as the Railroad may elect), the Railroad, within 90 days after the Railroad has knowledge of such event, shall file with the Vendor a certificate of an officer or the Railroad setting forth the Replacement Value of each unit of the Equipment having suffered a Casualty Occurrence and, subject to the provisions of subparagraph C of this Article 8, shall on the October 1 next succeeding the date of filing of such certificate prepay a principal amount of CSA Indebtedness (after payment of interest thereon due on such date) equal to the aggregate Replacement Value as of the date of such payment of such unit or units of the Equipment having suffered a Casualty Occurrence, together with all accrued interest on such sum so being prepaid, but without premium.

B. Optional Prepayment Upon Economic Obsolescence of Automobile Rack Superstructures. In the event that (i) any manufacturer of the automobiles in the shipment of which any of the units of Equipment is employed shall request in writing that the Railroad furnish automobile rack superstructures of a different design from the automobile rack superstructures at any time constituting a part of such units of Equipment or (ii) the Railroad shall determine that the employment by the Railroad of automobile rack superstructures of a different design from the automobile rack superstructures at any time constituting a part of any of the units of Equipment shall be necessary in order that the Railroad maintain its share of the automobile transportation market (any such event being hereinafter called an "Event of Economic Obsolescence"), the Railroad may file with the Vendor a certificate of an officer of the Railroad to such effect, specifying the particulars of such Event of Economic Obsolescence, and stating:

(a) the identifying numbers of the units of Equipment affected thereby and the Replacement Value of the automobile rack superstructures constituting a part of such units of the Equipment; and

(b) that the removal of the automobile rack superstructures from the units of the Equipment affected by such Event of Economic Obsolescence will not impair the economic utility of such units to the Railroad or that the Railroad intends to replace such automobile rack

superstructures with other automobile rack superstructures of the design specified by the applicable manufacturer or which, in the opinion of the officer signing such certificate, will enable the Railroad to maintain its share of the automobile transportation market.

Within 180 days after the filing of such certificate the Railroad shall, subject to the provisions of subparagraph C of this Article 8, prepay on the next April 1 or October 1 within said period a principal amount of CSA Indebtedness (after payment of interest thereon due on such date) equal to the aggregate Replacement Value, as of the date of such payment, of the automobile rack superstructures which shall have been the subject of the Event of Economic Obsolescence specified in such certificate, together with a prepayment premium equal to the applicable percentage set forth below of the principal amount to be prepaid, together with all accrued interest on the principal amount so being prepaid:

<u>If prepaid during</u> <u>the year beginning</u>	<u>Prepayment Premium (%)</u>
October 1, 1978	10.00
October 1, 1979	9.33
October 1, 1980	8.67
October 1, 1981	8.00
October 1, 1982	7.33
October 1, 1983	6.67
October 1, 1984	6.00
October 1, 1985	5.33
October 1, 1986	4.67
October 1, 1987	4.00
October 1, 1988	3.33
October 1, 1989	2.67
October 1, 1990	2.00
October 1, 1991	1.33
October 1, 1992	0.67
October 1, 1993	0.00

C. Substitution of Equipment in Lieu of Prepayment. If and so long as no event of default shall have occurred and be continuing hereunder, in lieu of making all or any portion of any prepayment of the CSA Indebtedness as provided in the preceding subparagraphs A or B of this Article 8, the Railroad may, on or before the applicable date for payment, cause to be transferred to the Vendor a replacement unit or units of standard-gauge railroad rolling stock equipment (other than passenger or work equipment of types

other than locomotives) first put into service no earlier than April 1, 1979, or, but only in case of an Event of Economic Obsolescence, one or more new automobile rack superstructures of the design or designs contemplated by the applicable certificate filed with the Vendor, and receive credit against the principal amount of CSA Indebtedness it would otherwise have been required to prepay in an amount equal to the value thereof. The value of any unit or units of replacement equipment shall be equal to the cost thereof, if new, as specified in the invoice therefor delivered to the Vendor or, if not new, the lesser of (y) the fair market value thereof or (z) the original cost thereof less depreciation at a rate equal to 1/15th of such cost for each year in service, and such unit or units of replacement equipment shall have a remaining useful life at least as long as that which the Equipment or any automobile rack superstructure constituting a part thereof being replaced would have had but for the Casualty Occurrence or Event of Economic Obsolescence, as the case may be.

In case the Railroad elects so to transfer replacement equipment to the Vendor in lieu of making all or any part of any prepayment of the CSA Indebtedness, the Railroad shall deliver to the Vendor at or after the time of such replacement and prior to the applicable payment date a certificate of an officer of the Railroad (who shall be an operating officer) as to compliance with the foregoing provisions of this subparagraph C and, in the case of replacement of automobile rack superstructures constituting a part of the Equipment, to the further effect that the replacement equipment has been so installed on the applicable units of the Equipment by welding or other permanent installation method as to constitute accessions thereto. Such certificate shall be accompanied by an executed counterpart of an opinion of counsel, addressed to the Vendor, covering the matters set forth in the first paragraph of subparagraph E below.

D. Prepayments; Definitions of Replacement Value.

In case any money is applied to prepay CSA Indebtedness pursuant to this Article 8, it shall be so applied to reduce pro rata each installment of the aggregate CSA Indebtedness thereafter falling due.

The Replacement Value of each unit of the Equipment (other than a replacement unit) shall be deemed to be that amount which bears the same ratio to the original Purchase

Price thereof (less, in the event that the Railroad shall have made any payment or payments under the provisions of subparagraph (a) of the third paragraph of Article 4 hereof, an amount which bears the same ratio to the aggregate of all such payments as the original Purchase Price of such unit bears to the original aggregate Purchase Price of all the Equipment) as the unpaid CSA Indebtedness (without giving effect to any prepayments then or theretofore made pursuant to this Article 8) as of the date payment is made with respect to the applicable Casualty Occurrence or Event of Economic Obsolescence bears to the original CSA Indebtedness. The Replacement Value of each replacement unit shall be deemed to be that amount which bears the same ratio to the value thereof (determined as provided in subparagraph C of this Article 8) as the unpaid CSA Indebtedness (without giving effect to any prepayments then or theretofore made pursuant to this Article 8) as of the date payment is made with respect to such Casualty Occurrence or Event of Economic Obsolescence bears to the unpaid CSA Indebtedness (without giving effect to any such prepayments) as of the date of acquisition by the Vendor of such replacement unit.

The Replacement Value of any automobile rack superstructure constituting an original part of any unit of the Equipment shall be deemed to be an amount which bears the same ratio to the Replacement Value of the applicable unit of the Equipment as the cost of such automobile rack superstructure (as specified in the invoice or other similar document of the builder of such unit) bears to the original Purchase Price of such unit. The Replacement Value of any automobile rack superstructure constituting an accession to any original or replacement unit of the Equipment shall be determined as provided in the next preceding paragraph as if such automobile rack superstructure constituted a separate unit of replacement equipment.

E. Title to Replacement Units. The Railroad will cause any replacement unit or units to be marked as provided in Article 7 hereof. Any and all replacements of Equipment or parts thereof (including automobile rack superstructures) shall constitute accessions to the Equipment and shall be subject to all appropriate terms and conditions of this Agreement as though part of the original Equipment delivered hereunder and shall be included in the term "Equipment" as used in this Agreement; provided, however, that nothing herein shall result in any Builder having any liability or obligation

with respect to any replacement unit or units not manufactured by it. Title to all such replacement units and parts shall be free and clear of all liens and encumbrances except the liens permitted by the second paragraph of Article 12 hereof and shall be taken initially and shall remain in the name of the Vendor subject to the provisions hereof, and the Railroad shall execute, acknowledge, deliver, file, record or deposit all such documents and do any and all such acts as may be necessary to cause such replacement units to come under and be subject to this Agreement. All such replacement units and parts shall be guaranteed and warranted in like manner as is customary at the time for similar equipment.

In order to facilitate the sale or other disposition of any Equipment or part thereof suffering a Casualty Occurrence or which shall have been the subject of an Event of Economic Obsolescence in respect of which the Railroad shall have paid to the Vendor the Replacement Value and/or shall have caused to be transferred to the Vendor replacement Equipment, the Vendor shall, upon request of the Railroad, execute and deliver to the Railroad or the Railroad's vendee, assignee or nominee, a bill of sale (without warranties) for such Equipment or part thereof, and such other documents as may be required to release such Equipment or part thereof from the terms and scope of this Agreement, in such form as may be reasonably requested by the Railroad.

ARTICLE 9. Maintenance; Compliance with Laws and Rules. The Railroad will at all times maintain the Equipment or cause the Equipment to be maintained in good order and repair at its own expense.

During the term of this Agreement, the Railroad will at all times comply in all respects with all laws of the jurisdictions in which its operations involving the Equipment may extend, with the interchange rules of the Association of American Railroads and with all lawful rules of the Department of Transportation, Interstate Commerce Commission and any other legislative, executive, administrative or judicial body exercising any power or jurisdiction over the Equipment, to the extent that such laws and rules affect the title, operation or use of the Equipment, and in the event that such laws or rules require any alteration, replacement or addition of any part on any unit of the Equipment, the Railroad will conform therewith, at its own expense; provided, however,

that the Railroad may, in good faith, contest the validity or application of any such law or rule in any reasonable manner which does not, in the opinion of the Vendor, adversely affect the property or rights of the Vendor under this Agreement. The Railroad will at all times prior to the payment in full of the CSA Indebtedness, together with interest thereon and all other payments required hereby, at its own expense, carry and maintain insurance in respect of the Equipment at the time subject hereto, and public liability insurance, in amounts and against risks customarily insured against by railroad companies in respect of similar equipment, and in any event in amounts and against risks comparable to those insured against by the Railroad on similar equipment owned by it.

ARTICLE 10. Reports and Inspections. On or before March 31 in each year, commencing with the calendar year 1980, the Railroad shall furnish to the Vendor an accurate statement signed by an officer of the Railroad (a) setting forth as at the preceding December 31 the amount, description and numbers of all units of the Equipment that have suffered a Casualty Occurrence during the preceding calendar year (or since the date of this Agreement in the case of the first such statement) or that have been withdrawn from use pending repairs (other than running repairs) or any substantial modification, including removal or replacement of automobile rack superstructures, and such other information regarding the condition and state of repair of the Equipment as the Vendor may reasonably request and (b) stating that, in the case of all Equipment repaired, modified or repainted during the period covered by such statement, the numbers and markings required by Article 7 hereof have been preserved or replaced. The Vendor shall have the right, by its agents, to inspect the Equipment and the Railroad's records with respect thereto at such reasonable times as the Vendor may request during the term of this Agreement.

ARTICLE 11. Possession and Use. The Railroad, so long as an event of default shall not have occurred under this Agreement and be continuing, shall be entitled to the possession of the Equipment and the Railroad and any affiliate shall have the full right of use thereof by lease or otherwise upon the lines of railroad owned or operated by it either alone or jointly with others and whether under lease or otherwise, or upon the lines of railroad owned or operated by any affiliate, or over which it has trackage rights, or upon the lines of connecting and other carriers in the usual

interchange of traffic or pursuant to run-through agreements, from and after delivery of the Equipment by the Builder to the Railroad, but only upon and subject to all the terms and conditions of this Agreement, and the Railroad may receive compensation for such use; provided, however, that the Railroad agrees not to use, assign or permit the assignment of any unit of the Equipment to service involving the regular operation and maintenance thereof outside the United States of America and agrees that any use of any unit of the Equipment outside the United States of America will be limited to incidental and temporary use in Canada or Mexico. The word "affiliate", as used in this Article 11 and in Article 7 hereof, shall mean Pacific Fruit Express Company, Evergreen Freight Car Corporation and any other railroad corporation organized under the laws of the United States of America or of any state thereof or of the District of Columbia which, directly or indirectly controls, or is controlled by, or is under common control with, the Railroad.

The Railroad agrees that except for routine repair or maintenance that will be followed by immediate re-installation, it will not remove any automobile rack superstructure constituting part of the Equipment from the unit of Equipment to which it is attached, except as permitted in Article 8 hereof, without the consent of the Vendor.

ARTICLE 12. Prohibition Against Liens. The Railroad will pay or discharge any and all sums claimed by any party from, through or under the Railroad or its successors or assigns which, if unpaid, might become a lien, charge or security interest on the Equipment, or any unit or part thereof, equal or superior to the Vendor's title thereto or property therein; provided, however, that the Railroad shall be under no obligation to pay or discharge any such claim so long as it is contesting in good faith and by appropriate legal proceedings such claim and the nonpayment thereof does not, in the opinion of the Vendor, adversely affect the property or rights of the Vendor in or to the Equipment or such unit or part thereof or otherwise under this Agreement. Any amounts paid by the Vendor in discharge of liens, charges or security interests upon the Equipment shall be secured by and under this Agreement.

This covenant will not be deemed breached by reason of liens for taxes, assessments or governmental charges or levies, in each case not due and delinquent, or undetermined

or inchoate materialmen's, mechanics', workmen's, repairmen's or other like liens arising in the ordinary course of business and, in each case, not delinquent.

ARTICLE 13. Railroad's Indemnities. The Railroad agrees to indemnify, protect and hold harmless the Vendor from and against all losses, damages, injuries, liabilities, claims and demands whatsoever, regardless of the cause thereof, and expenses in connection therewith, including reasonable counsel fees, arising out of retention by the Vendor of title to the Equipment, the use and operation thereof by the Railroad during the period when title thereto remains in the Vendor or the transfer of title to the Equipment by the Vendor pursuant to any of the provisions of this Agreement, except, however, any losses, damages, injuries, liabilities, claims and demands whatsoever arising out of any tort, breach of warranty or failure to perform any covenant hereunder by any Builder. This covenant of indemnity shall continue in full force and effect notwithstanding the full payment of all sums due under this Agreement, or the satisfaction, discharge or termination of this Agreement in any manner whatsoever.

ARTICLE 14. Patent Indemnities; Builders' Representations and Warranties. Each Builder represents that it is not entering into this Agreement, or entering into any assignment of this Agreement, directly or indirectly in connection with any arrangement or understanding in any way involving any employee benefit plan with respect to which it is a party in interest, all within the meaning of the Employee Retirement Income Security Act of 1974.

The agreement of the parties relating to each Builder's warranty of material and workmanship is set forth in Item 2 of Schedule A hereto and the agreement of the parties relating to patent indemnification is set forth in Item 3 of said Schedule A.

ARTICLE 15. Assignments. The Railroad will not sell, assign, transfer or otherwise dispose of its rights under this Agreement or, except as provided in Article 11 hereof, transfer the right to possession of any unit of the Equipment without first obtaining the written consent of the Vendor. A sale, assignment, transfer or disposition to a railroad company organized under the laws of the United States of America or any of the states thereof or the District of Columbia which shall acquire all or substantially

all the lines of railroad of the Railroad, and which, by execution of an appropriate instrument satisfactory to the Vendor, shall assume and agree to perform each of, and all, the obligations and covenants of the Railroad under this Agreement, shall not be deemed a breach of this covenant.

All or any of the rights, benefits and advantages of the Vendor under this Agreement, including the right to receive the payments herein provided to be made by the Railroad, may be assigned by the Vendor and reassigned by any assignee at any time or from time to time. No such assignment shall subject any assignee to, or relieve any Builder from, any of the obligations of such Builder to construct and deliver the Equipment in accordance with this Agreement or to respond to its respective warranties and indemnities contained or referred to in Article 14 hereof, or relieve the Railroad of any of its obligations to the Builder under Articles 2, 3, 4, 5, 13 and 14 hereof, Schedule A hereto and this Article 15 or of any other obligation which, according to its terms or context, is intended to survive an assignment.

Upon any such assignment either the assignor or the assignee shall give written notice to the Railroad, together with a counterpart or copy of such assignment, stating the identity and post office address of the assignee, and such assignee shall by virtue of such assignment acquire all the assignor's right, title and interest in and to the Equipment and this Agreement, or in and to a portion thereof, as the case may be, subject only to such reservations as may be contained in such assignment. From and after the receipt by the Railroad of the notification of any such assignment, all payments thereafter to be made by the Railroad under this Agreement shall, to the extent so assigned, be made to the assignee in such manner as it may direct.

The Railroad recognizes that it is the custom of railroad equipment manufacturers to assign conditional sale agreements and understands that the assignment of this Agreement, or of some of or all the rights of the Vendor hereunder, is contemplated. The Railroad expressly represents, for the purpose of assurance to any person, firm or corporation considering the acquisition of this Agreement or of all or any of the rights of the Vendor hereunder and for the purposes of inducing such acquisition, that in the event of such assignment by the Vendor as hereinbefore provided, the

rights of such assignee to the entire unpaid indebtedness in respect of the Purchase Price or such part thereof as may be assigned, together with interest thereon, as well as any other rights hereunder which may be so assigned, shall not be subject to any defense, setoff, counterclaim or recoupment whatsoever arising out of any breach of any obligation of a Builder with respect to the Equipment of such Builder or the manufacture, construction, delivery or warranty thereof, or with respect to any indemnity herein contained, nor subject to any defense, setoff, counterclaim or recoupment whatsoever arising by reason of any other indebtedness or liability at any time owing to the Railroad by a Builder. Any and all such obligations, howsoever arising, shall be and remain enforceable by the Railroad against and only against the respective Builder.

The Railroad will (a) in connection with each settlement for the Equipment subsequent to such assignment, deliver to the assignee, at least five business days prior to the Closing Date for the Group fixed in the notice by the Railroad, all documents required by the terms of such assignment to be delivered to such assignee in connection with such settlement, in such number of counterparts or copies as may reasonably be requested, except for any opinion of counsel for such assignee and any documents to be furnished by a Builder, and (b) furnish to such assignee such number of counterparts of any other certificate or paper required by the Vendor as may reasonably be requested.

If this Agreement shall have been assigned by the Builders and the assignee shall not make payment to a Builder with respect to units of the Equipment of such Builder as provided in the instrument making such assignment, such Builder will promptly notify the Railroad of such event and, if such amount shall not have been previously paid by such assignee, the parties hereto will, upon the request of such Builder, enter into an appropriate written agreement with such Builder excluding from this Agreement those units of Equipment of such Builder for which the aggregate Purchase Price shall not have been received, but fully preserving such Builder's security interest in such Equipment in a manner acceptable to such Builder, and the Railroad will, not later than 90 days after the date such payment was due, pay or cause to be paid to such Builder the aggregate unpaid Purchase Price of such units of the Equipment of such Builder, together with interest from the day such payment was due to the date of payment by the Railroad at the lesser of (x) the highest prime rate of interest charged by any of the

four New York City banks having the largest total assets, in effect on the date such payment was due or (y) the highest rate permitted by law.

ARTICLE 16. Defaults. In the event that any one or more of the following events of default shall occur and be continuing, to wit:

(a) the Railroad shall fail to pay in full any indebtedness in respect of the Purchase Price of the Equipment or any other sum payable by the Railroad as provided in this Agreement within five days after payment thereof shall be due hereunder; or

(b) the Railroad shall, for more than 30 days after the Vendor shall have demanded in writing performance thereof, fail or refuse to comply with any covenant, agreement, term or provision of this Agreement or of any agreement entered into concurrently herewith relating to the financing of the Equipment on its part to be kept or performed or to make provision satisfactory to the Vendor for such compliance; or

(c) a petition for reorganization under Section 77 of the Bankruptcy Act, as now constituted or as said Section 77 may be hereafter amended or under any other provision of Title 11 of the United States Code, as now constituted or as hereafter amended, shall be filed by or against the Railroad and, unless such petition shall have been dismissed, nullified, stayed or otherwise rendered ineffective (but then only so long as such stay shall continue in force or such ineffectiveness shall continue), all the obligations of the Railroad under this Agreement shall not have been (and shall not continue to have been) duly assumed in writing, pursuant to a court order or decree, by a trustee or trustees appointed (whether or not subject to ratification) in such proceedings in such manner that such obligations shall have the same status as obligations incurred by such trustee or trustees, within 30 days after such appointment, if any, or 60 days after such petition shall have been filed, whichever shall be earlier or by the trustee in such proceedings in accordance with the provisions of 11 U.S.C. § 1168, or any successor provision, as the same may hereafter be amended; or

(d) any other proceedings shall be commenced by or against the Railroad for any relief under any bankruptcy or insolvency law, or law relating to the relief of

debtors, readjustments of indebtedness, reorganizations, arrangements, compositions or extensions (other than a law which does not permit any readjustment of the indebtedness payable hereunder), and, unless such proceedings shall have been dismissed, nullified, stayed or otherwise rendered ineffective (but then only so long as such stay shall continue in force or such ineffectiveness shall continue), all the obligations of the Railroad under this Agreement shall not have been (and shall not continue to have been) duly assumed in writing, pursuant to a court order or decree, by a trustee or trustees or receiver or receivers appointed (whether or not subject to ratification) for the Railroad or for its property in connection with any such proceedings in such manner that such obligations shall have the same status as obligations incurred by such trustee or trustees or receiver or receivers, within 30 days after such appointment, if any, or 60 days after such proceedings shall have been commenced, whichever shall be earlier; or

(e) the Railroad shall make or suffer any unauthorized assignment or transfer of this Agreement or any interest herein or any unauthorized transfer of the right to possession of any unit of the Equipment;

then at any time after the occurrence of such an event of default the Vendor may, upon written notice to the Railroad and upon compliance with any mandatory legal requirements then in force and applicable to such action by the Vendor, declare (hereinafter called a "Declaration of Default") the entire indebtedness in respect of the Purchase Price of the Equipment, together with the interest thereon then accrued and unpaid immediately due and payable, without further demand, and thereafter the aggregate of the unpaid balance of such indebtedness and interest shall bear interest from the date of such Declaration of Default at the rate per annum specified in Article 4 hereof as being applicable to amounts remaining unpaid after becoming due and payable, to the extent legally enforceable. The Vendor shall thereupon be entitled to recover judgment for the entire unpaid balance of the indebtedness in respect of the Purchase Price of the Equipment so payable, with interest as aforesaid, and to collect such judgment out of any property of the Railroad wherever situated. The Railroad shall promptly notify the Vendor of any event which has come to its attention which constitutes, or which with the giving of notice and/or lapse of time could constitute, an event of default under this Agreement.

The Vendor may at its election waive any such event of default and its consequences and rescind and annul any Declaration of Default by notice to the Railroad in writing to that effect, and thereupon the respective rights of the parties shall be as they would have been if no such event of default had occurred and no Declaration of Default had been made. Notwithstanding the provisions of this paragraph, it is expressly understood and agreed by the Railroad that time is of the essence of this Agreement and that no such waiver, rescission or annulment shall extend to or affect any other or subsequent default or impair any rights or remedies consequent thereon.

ARTICLE 17. Remedies. At any time during the continuance of a Declaration of Default, the Vendor may, subject to compliance with any mandatory legal requirements then in force and applicable to the action to be taken by the Vendor, take or cause to be taken by its agent or agents immediate possession of the Equipment, or one or more of the units thereof, without liability to return to the Railroad any sums theretofore paid and free from all claims whatsoever, except as hereinafter in this Article 17 expressly provided, and may remove the same from possession and use of the Railroad or any other person and for such purpose may enter upon the Railroad's premises or any other premises where the Equipment may be located and may use and employ in connection with such removal any supplies, services and aids and any available trackage and other facilities or means of the Railroad.

In case the Vendor shall demand possession of the Equipment pursuant to this Agreement and shall reasonably designate a point or points upon the premises of the Railroad for the delivery of the Equipment to the Vendor, the Railroad shall, at its own expense, forthwith and in the usual manner (including, but not by way of limitation, giving prompt telegraphic and written notice to the Association of American Railroads and all railroads to which any part of the Equipment has been interchanged to return the Equipment so interchanged), cause (a) the Equipment to be moved to such point or points on its lines as shall be designated by the Vendor and shall there deliver the Equipment or cause it to be delivered to the Vendor and (b) the Equipment to be moved to such interchange point or points of the Railroad as shall be designated by the Vendor upon any sale, lease or other disposal of all or any part of the Equipment by the Vendor. At the option of the Vendor, the Vendor may keep the Equipment on any of the lines or premises

of the Railroad until the Vendor shall have leased, sold or otherwise disposed of the same, and for such purpose the Railroad agrees to furnish, without charge for rent or storage, the necessary facilities at any point or points selected by the Vendor reasonably convenient to the Railroad and, at the Railroad's risk, to permit inspection of the Equipment by the Vendor, the Vendor's representatives and prospective purchasers and users. This agreement to deliver the Equipment and furnish facilities as hereinbefore provided is of the essence of the agreement between the parties, and, upon application to any court of equity having jurisdiction in the premises, the Vendor shall be entitled to a decree against the Railroad requiring specific performance hereof. The Railroad hereby expressly waives any and all claims against the Vendor and its agent or agents for damages of whatever nature in connection with any retaking of any unit of the Equipment in any reasonable manner.

At any time during the continuance of a Declaration of Default, the Vendor (after retaking possession of the Equipment as hereinbefore in this Article 17 provided) may at its election and upon such notice as is hereinafter set forth retain the Equipment in satisfaction of the entire indebtedness in respect of the Purchase Price of the Equipment and make such disposition thereof as the Vendor shall deem fit. Written notice of the Vendor's election to retain the Equipment shall be given to the Railroad by telegram or registered mail, addressed as provided in Article 21 hereof, and to any other persons to whom the law may require notice, within 30 days after such Declaration of Default. In the event that the Vendor should elect to retain the Equipment and no objection is made thereto within the 30-day period described in the second proviso below, all the Railroad's rights in the Equipment shall thereupon terminate and all payments made by the Railroad may be retained by the Vendor as compensation for the use of the Equipment by the Railroad; provided, however, that if the Railroad, before the expiration of the 30-day period described in the proviso below, should pay or cause to be paid to the Vendor the total unpaid balance of the indebtedness in respect of the Purchase Price of the Equipment, together with interest thereon accrued and unpaid and all other payments due under this Agreement as well as expenses of the Vendor in retaking possession of, removing and storing the Equipment and the Vendor's reasonable attorneys' fees, then in such event absolute right to the possession of, title to and property in the Equipment shall pass to and vest in the Railroad; provided, further, that if the Railroad or any other persons notified

under the terms of this paragraph object in writing to the Vendor within 30 days from the receipt of notice of the Vendor's election to retain the Equipment, then the Vendor may not so retain the Equipment, but shall sell, lease or otherwise dispose of it or continue to hold it pending sale, lease or other disposition as hereinafter provided or as may otherwise be permitted by law. If the Vendor shall have given no notice to retain as hereinabove provided or notice of intention to dispose of the Equipment in any other manner, it shall be deemed to have elected to sell the Equipment in accordance with the provisions of this Article 17.

At any time during the continuance of a Declaration of Default, the Vendor, with or without retaking possession thereof, at its election and upon reasonable notice to the Railroad and to any other persons to whom the law may require notice of the time and place, may sell the Equipment, or any unit thereof, free from any and all claims of the Railroad or any other party claiming from, through or under the Railroad, at law or in equity, at public or private sale and with or without advertisement as the Vendor may determine; provided, however, that if, prior to such sale and prior to the making of a contract for such sale, the Railroad should tender full payment of the total unpaid balance of the indebtedness in respect of the Purchase Price of the Equipment, together with interest thereon accrued and unpaid and all other payments due under this Agreement as well as expenses of the Vendor in retaking possession of, removing, storing, holding and preparing the Equipment for, and otherwise arranging for, the sale and the Vendor's reasonable attorneys' fees, then in such event absolute right to the possession of, title to and property in the Equipment shall pass to and vest in the Railroad. The proceeds of such sale, less the attorney's fees and any other expenses incurred by the Vendor in retaking possession of, removing, storing, holding, preparing for sale and selling the Equipment, shall be credited on the amount due to the Vendor under the provisions of this Agreement.

Any sale hereunder may be held or conducted at such place or places and at such time or times as the Vendor may specify, in one lot and as an entirety or in separate lots and without the necessity of gathering at the place of sale the property to be sold, and in general in such manner as the Vendor may determine. The Vendor or the Railroad may bid for and become the purchaser of the Equipment, or any unit thereof, so offered for sale. The Railroad shall be given

written notice of such sale not less than ten days prior thereto, by telegram or registered mail addressed to the Railroad as provided in Article 21 hereof. If such sale shall be a private sale (which shall be deemed to mean only a sale where an advertisement for bids has not been published in a newspaper of general circulation or a sale where less than 40 offerees have been solicited in writing to submit bids), it shall be subject to the right of the Railroad to purchase or provide a purchaser, within ten days after notice of the proposed sale price, at the same price offered by the intending purchaser or a better price. In the event that the Vendor shall be the purchaser of the Equipment, it shall not be accountable to the Railroad (except to the extent of surplus money received as hereinafter provided in this Article 17), and in payment of the purchase price therefor the Vendor shall be entitled to have credited on account thereof all or any part of the sums due to the Vendor from the Railroad hereunder. From and after the date of any such sale, the Railroad shall pay to the Vendor the per diem interchange for each unit of Equipment which shall not have been assembled, as hereinabove provided, by the date of such sale for each day from the date of such sale to the date of delivery to the purchaser at such sale.

Each and every power and remedy hereby specifically given to the Vendor shall be in addition to every other power and remedy hereby specifically given or now or hereafter existing at law or in equity, and each and every power and remedy may be exercised from time to time and simultaneously and as often and in such order as may be deemed expedient by the Vendor. All such powers and remedies shall be cumulative, and the exercise of one shall not be deemed a waiver of the right to exercise any other or others. No delay or omission of the Vendor in the exercise of any such power or remedy and no renewal or extension of any payments due hereunder shall impair any such power or remedy or shall be construed to be a waiver of any default or an acquiescence therein. Any extension of time for payment hereunder or other indulgence duly granted to the Railroad shall not otherwise alter or affect the Vendor's rights or the Railroad's obligations hereunder. The Vendor's acceptance of any payment after it shall have become due hereunder shall not be deemed to alter or affect the Railroad's obligations or the Vendor's rights hereunder with respect to any subsequent payments or defaults in payments.

If, after applying all sums of money realized by the Vendor under the remedies herein provided, there shall remain any amount due to it under the provisions of this Agreement, the Railroad shall pay the amount of such deficiency to the Vendor upon demand, together with interest from the date of such demand to the date of payment by the Railroad at the rate per annum set forth in Article 4 hereof applicable to amounts remaining unpaid after becoming due and payable. If the Railroad shall fail to pay such deficiency, the Vendor may bring suit therefor and shall be entitled to recover a judgment therefor against the Railroad. If, after applying as aforesaid all sums realized by the Vendor, there shall remain a surplus in the possession of the Vendor, such surplus shall be paid to the Railroad.

The Railroad will pay all reasonable expenses, including attorneys' fees, incurred by the Vendor in enforcing its remedies under the terms of this Agreement. In the event that the Vendor shall bring any suit to enforce any of its rights hereunder and shall be entitled to judgment, then in such suit the Vendor may recover reasonable expenses, including attorneys' fees, and the amount thereof shall be included in such judgment.

The foregoing provisions of this Article 17 are subject in all respects to all mandatory legal requirements at the time in force and applicable thereto.

ARTICLE 18. Applicable State Laws. Any provision of this Agreement prohibited by any applicable law of any jurisdiction shall as to such jurisdiction be ineffective, without modifying the remaining provisions of this Agreement. Where, however, the conflicting provisions of any such applicable law may be waived, they are hereby waived by the Railroad to the full extent permitted by law, it being the intention of the parties hereto that this Agreement shall be deemed to be a conditional sale and enforced as such.

Except as otherwise provided in this Agreement, the Railroad, to the full extent permitted by law, hereby waives all statutory or other legal requirements for any notice of any kind, notice of intention to take possession of or to sell or lease the Equipment, or any unit thereof, and any other requirements as to the time, place and terms of the sale or lease thereof, any other requirements with respect to the enforcement of the Vendor's rights under this Agreement and any and all rights of redemption.

ARTICLE 19. Recording. The Railroad will cause this Agreement, any assignments hereof and any amendments or supplements hereto or thereto to be filed and recorded and from time to time when required refiled and rerecorded with the Interstate Commerce Commission pursuant to 49 U.S.C. § 11303. The Railroad will further cause all necessary filings and recordings, and, when required, refilings and rerecordings of this Agreement, any assignment hereof and any amendment of supplements hereto or thereto and/or appropriate financing statements or continuation statements to be made, and from time to time when required refiled and rerecorded, in accordance with the applicable provisions of the Uniform Commercial Code of the State of California (and, if the Railroad changes its chief place of business to a different state, in any such other state) and in any other place therein or in any other State of the United States of America or the District of Columbia where filing is required by applicable state or Federal law or reasonably requested by the Vendor for the purpose of proper protection, to the satisfaction of counsel for the Vendor, of its interest in the Equipment and its rights under this Agreement or for the purpose of carrying out the intention of this Agreement. The Railroad will from time to time do and perform any other act and will execute, acknowledge, deliver, file, register, deposit and record any and all further instruments required by law or reasonably requested by the Vendor for the purposes specified in the immediately preceding sentence of this Article 19. The Railroad will furnish to the Vendor from time to time an opinion of counsel for the Railroad to the effect that all necessary filings and recordings have been made to protect the interests of the Vendor in and to the Equipment.

The Railroad will promptly furnish to the Vendor certificates or other evidence satisfactory to the Vendor of such filing, registering, depositing and recording.

ARTICLE 20. Payment of Expenses. The Railroad will pay all reasonable costs and expenses (other than the fees and expenses of counsel for each Builder) incident to this Agreement and the first assignment of this Agreement, and any instrument supplemental or related hereto or thereto, including all fees and expenses of counsel for the first assignee of this Agreement, and all reasonable costs and expenses in connection with the transfer by any party of interests acquired in such first assignment. If the first

assignee is not an agent acting for institutional investors, such assignee may appoint a bank or trust company located in the Borough of Manhattan, City and State of New York, having capital and surplus aggregating at least \$40,000,000 to act as agent on its behalf to hold all the right, title and interests of the Builders under this Agreement assigned to it, all upon and subject to the terms and conditions provided for in a written agreement to be entered into by the first assignee and such agent in form and substance satisfactory to the first assignee and such agent; and the Railroad hereby agrees to pay all reasonable costs and expenses of such agent.

ARTICLE 21. Notice. Any notice hereunder to any of the parties designated below shall be deemed to be properly served if delivered or mailed to it at its chief place of business at the following specified addresses:

(a) to the Railroad, at the Southern Pacific Building, One Market Plaza, San Francisco, California 94105, attention of Executive Vice President-Finance,

(b) to a Builder, at its address specified in Item 1 of Schedule A hereto, and

(c) to any assignee of the Vendor or of the Railroad, at such address as may have been furnished in writing to each of the other parties hereto by such assignee,

or at such other address as may have been furnished in writing by such party to the other parties to this Agreement.

ARTICLE 22. Article Headings; Effect and Modification of Agreement. All article headings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

This Agreement, including the Schedules hereto, exclusively states the rights of the Vendor and the Railroad with respect to the Equipment and supersedes all other agreements, oral or written, with respect to the Equipment. No variation or modification of this Agreement and no waiver of any of its provisions or conditions shall be valid unless in writing and signed by duly authorized officers of the Vendor

and the Railroad.

ARTICLE 23. Law Governing. The Railroad warrants that its chief place of business and its chief executive offices are located in the State of California. The terms of this Agreement and all rights and obligations hereunder shall be governed by the laws of the State of California; provided, however, that the parties shall be entitled to all rights conferred by 49 U.S.C. § 11303 and such additional rights arising out of the filing, recording or deposit hereof, if any, and of any assignment hereof as shall be conferred by the laws of the several jurisdictions in which this Agreement or any assignment hereof or any financing statement or other similar instrument in respect of this Agreement or any assignment hereof shall be filed, recorded or deposited.

ARTICLE 24. Execution. This Agreement may be executed in any number of counterparts, such counterparts together shall constitute but one and the same contract. It shall not be necessary that any counterpart be signed by all the parties. If this Agreement is assigned by any Builder, the original counterpart of this Agreement shall be deemed to be the counterpart executed by such Builder and delivered to such assignee. Each Builder shall be bound hereunder, notwithstanding the failure of any other Builder to execute and deliver this Agreement, or perform its obligations hereunder. Although this Agreement is dated, for convenience, as of the date first set forth above, the actual date or dates of execution hereof by the parties hereto is or are, respectively, the date or dates stated in the acknowledgments hereto annexed.

IN WITNESS WHEREOF, the parties hereto, each pursuant to due corporate authority, have caused this instrument to be executed in their respective corporate names by their officers, thereunto duly authorized, and their respective corporate seals to be hereunto affixed, duly attested, all as of the date first above written.

BETHLEHEM STEEL CORPORATION,

[Corporate Seal]

by

Attest:

Vice President

Assistant Secretary

[Corporate Seal]

Attest:

PORTEC, INC.,

by

Vice President

[Corporate Seal]

Attest:

FMC CORPORATION,

by

Vice President

[Corporate Seal]

Attest:

Assistant Secretary

GREENVILLE STEEL CAR COMPANY,

by

Vice President

[Corporate Seal]

Attest:

Attesting Secretary

GENERAL ELECTRIC COMPANY,

by

General Manager

[Corporate Seal]

Attest:

Ed Cummings
Assistant Secretary

SOUTHERN PACIFIC TRANSPORTATION
COMPANY,

by

Bruce J. McPherson
Assistant Vice President
and Treasurer

COMMONWEALTH OF PENNSYLVANIA,)
) ss.:
 COUNTY OF LEHIGH,)

On this day of 1979, before me personally appeared , to me personally known, who, being by me duly sworn, says that he is a Vice President of BETHLEHEM STEEL CORPORATION, that one of the seals affixed to the foregoing instrument is the corporate seal of said corporation, that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said corporation.

Notary Public

[Notarial Seal]

My Commission expires:

STATE OF ILLINOIS,)
) ss.:
 COUNTY OF DUPAGE,)

On this day of 1979, before me personally appeared , to me personally known, who, being by me duly sworn, says that he is a Vice President of PORTEC, INC., that one of the seals affixed to the foregoing instrument is the corporate seal of said corporation, that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said corporation.

Notary Public

[Notarial Seal]

My Commission expires:

STATE OF ILLINOIS,)
) ss.:
 COUNTY OF COOK,)

On this day of 1979, before me personally appeared , to me personally known, who, being by me duly sworn, says that he is a Vice President of FMC CORPORATION, that one of the seals affixed to the foregoing instrument is the corporate seal of said corporation, that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said corporation.

Notary Public

[Notarial Seal]

My Commission expires:

COMMONWEALTH OF PENNSYLVANIA,)
) ss.:
 COUNTY OF MERCER,)

On this day of 1979, before me personally appeared , to me personally known, who, being by me duly sworn, says that he is a Vice President of GREENVILLE STEEL CAR COMPANY, that one of the seals affixed to the foregoing instrument is the corporate seal of said corporation, that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said corporation.

Notary Public

[Notarial Seal]

My Commission expires:

COMMONWEALTH OF PENNSYLVANIA,)
) ss.:
 COUNTY OF ERIE,)

On this day of 1979, before me personally appeared , to me personally known, who, being by me duly sworn, says that he is a General Manager of GENERAL ELECTRIC COMPANY, that one of the seals affixed to the foregoing instrument is the corporate seal of said corporation, that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said corporation.

 Notary Public

[Notarial Seal]

My Commission expires:

STATE OF CALIFORNIA,)
) ss.:
 CITY AND COUNTY OF SAN FRANCISCO,)

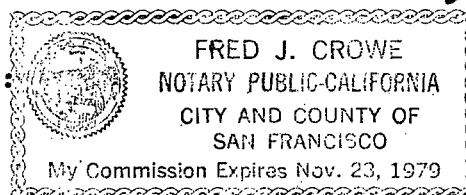
On this *2nd* day of *April*, 1979, before me personally appeared *Bruce G. McPhee*, to me personally known, who, being by me duly sworn, says that he is the Assistant Vice President and Treasurer of SOUTHERN PACIFIC TRANSPORTATION COMPANY, that one of the seals affixed to the foregoing instrument is the corporate seal of said corporation, that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said corporation.

Fred J. Crowe

 Notary Public

[Notarial Seal]

My Commission expires:



SCHEDULE A

- Item 1:
- (a) Bethlehem Steel Corporation, a Delaware corporation, Bethlehem, Pennsylvania 18016.
 - (b) Portec, Inc., a Delaware corporation, 1800 Century Boulevard, Suite 6800, Atlanta, Georgia 30345, with copy to Secretary, Portec, Inc., 300 Windsor Drive, Oak Brook, Illinois 60521.
 - (c) FMC Corporation, a Delaware corporation, 4700 Northwest Front Avenue, Box 3616, Portland, Oregon 97208.
 - (d) Greenville Steel Car Company, a Pennsylvania corporation, Union Street, Greenville, Pennsylvania 16125.
 - (e) General Electric Company, a New York corporation, 2901 East Lake Road, Erie, Pennsylvania 16531.
- Item 2:
- (a) Bethlehem Steel Corporation (hereinafter in this Schedule A called "Bethlehem") warrants that its Equipment will be built in accordance with the Specifications and the standards and requirements set forth in Article 2 of the CSA to which this Schedule is attached (the "Agreement") and warrants its Equipment will be free from defects in material (except as to specialties incorporated therein specified by the Railroad and not manufactured by Bethlehem) and workmanship under normal use and service, Bethlehem's obligation under this Item 2(a) being limited to making good at its plant any part or parts of any unit of its Equipment which shall, within two years after the delivery of such unit of Equipment to the Railroad, be returned to Bethlehem with transportation charges prepaid and which examination by Bethlehem shall disclose to its satisfaction to have been thus defective. In no event shall Bethlehem be liable to any one for any incidental, special or consequential damages of any kind.

The foregoing warranty is expressly in lieu of all other warranties, expressed or implied, including any implied warranty of merchantability or fitness for a particular purpose, and the Builder neither assumes nor authorizes any person to assume for it any other liability in connection with the construction and delivery of the Equipment except for the patent indemnification set forth in Item 3(a) below.

Bethlehem further agrees with the Railroad that neither the inspection provided in Article 3 of the Agreement, nor any examination, nor the acceptance of any units of its Equipment as provided in said Article 3 shall be deemed a waiver or a modification by the Railroad of any of its rights under this Item 2(a).

(b) Portec, Inc. (hereinafter in this Schedule A called "Portec") warrants that the Equipment will be built in accordance with the requirements, specifications and standards set forth or referred to in Article 2 of this Agreement and warrants the Equipment will be free from defects in material (except as to specialties incorporated therein which were specified or supplied by the Railroad and not manufactured by Portec) and workmanship under normal use and service, Portec's obligation under this Item 2(b) being limited to making good at its factory any part or parts of any unit of the Equipment which shall be returned to Portec with transportation charges prepaid, within two years after the delivery of such unit to the Railroad, and which Portec's examination shall disclose to its satisfaction to have been thus defective. The foregoing warranty of Portec is expressly in lieu of all other warranties, express or implied, including any implied warranty of merchantability or fitness for a particular purpose, except for its other obligations or liabilities under Articles 2, 3, 4 and 14 of this Agreement and Item 3(b) below, and Portec neither assumes nor authorizes any person to assume for it any other liability in connection with the construction and delivery of the Equipment, except as aforesaid. It is further understood and agreed that in no event shall Portec be liable for indirect or consequential damages of any kind.

Portec agrees to use its best efforts to include, as a condition of its purchase order with the vendor of any specialty purchased by Portec for incorporation in the Equipment manufactured by it, an agreement by such vendor to the effect that all warranty agreements and representations, if any, made by such vendor with respect to such specialty may be enforced by the Railroad, in the Railroad's own name, by Portec, in Portec's own name, or by Portec and the Railroad jointly; provided, however, that if any vendor does not accept such an agreement and Portec so notifies the Railroad, Portec shall have no obligation to the Railroad under this sentence if such an agreement is not contained in any such purchase order. Portec further agrees that, whether or not such an agreement is contained in any such purchase order, the Railroad as well as Portec may to the extent permitted by law take and prosecute claims against vendors of specialties purchased by Portec for incorporation in the Equipment manufactured by Portec for the breach of any warranty by the vendors with respect to such specialties. Portec and the Railroad each agree to notify the other prior to the assertion of any claim by them against any such vendors of specialties. If Portec determines that it has no interest in any such claim asserted by the Railroad, Portec agrees to assign to the Railroad, solely for the purpose of making and prosecuting any such claim, all of the rights which Portec has against such vendor for the breach of warranty or other representation respecting the Equipment manufactured by it. The word "specialties" as used herein shall be deemed to include articles, materials, systems, formulae and processes.

Portec further agrees with the Railroad that neither the inspection as provided in Article 3 of this Agreement nor any examination nor the acceptance of any units of the Equipment as provided in said Article 3 shall be deemed a waiver or a modification by the Railroad of any of its rights under this Item 2(b).

(c) FMC Corporation (hereinafter in this Schedule A called "FMC") warrants that the Equipment will be

built in accordance with the requirements, specifications and standards set forth or referred to in Article 2 of the CSA to which this Schedule A is attached (hereinafter called this "Agreement") and, except in cases of articles and materials specified by the Railroad and not manufactured by FMC, warrants its Equipment to be free from defects in material and workmanship under normal use and service, the liability of FMC under this warranty being limited, as the Railroad may elect: (i) to repair of the defect at FMC's plant at Portland, Oregon; or (ii) to replacement of the defective part; or (iii) to the cost of repair or replacement according to the Association of American Railroads Code of Rules Governing Condition of and Repairs to Freight and Passenger Cars with Interchange of Traffic. The foregoing warranty of FMC shall begin at the time of delivery of a unit of its Equipment under this Agreement and terminate two years after such delivery. This warranty is expressly in lieu of all other warranties expressed or implied on the part of FMC, except for the patent indemnification included in Item 3 of this Schedule A and FMC neither assumes nor authorizes any person to assume for it any other warranty liability in connection with the construction and delivery of its Equipment.

FMC further agrees that neither the inspection as provided in Article 3 of this Agreement nor any examination nor the acceptance of any units of its Equipment as provided in said Article 3 shall be deemed a waiver or a modification by the Railroad of any of its rights under this Item 2(c).

The warranties and indemnities contained or referred to in this Item 2(c) and in any Articles of this Agreement and all other covenants and obligations of FMC contained herein or therein shall inure to the benefit of, and be enforceable by, any assignee or transferee of this Agreement of its Equipment constructed by FMC hereunder.

(d) Greenville Steel Car Company (hereinafter in this Schedule A called "Greenville") warrants that its Equipment will be built in accordance with the

Specifications and the standards and requirements set forth or referred to in Article 2 of this Agreement and warrants the Equipment will be free from defects in material (except as to specialties incorporated therein specified by the Railroad and not manufactured by Greenville) and workmanship and design (except as to designs specified by the Railroad and not developed by Greenville) under normal use and service, Greenville's obligation under this Item 2(d) being limited to making good at its plant any part or parts of any unit of Equipment which shall, within two years or 50,000 miles, whichever occurs first, after the delivery of such units of Equipment to the Railroad, be returned to Greenville with transportation charges prepaid and which examination by Greenville shall disclose to its satisfaction to have been thus defective. In no event shall Greenville be liable to anyone for any incidental, special or consequential damages of any kind. The foregoing warranty is expressly in lieu of all other warranties, expressed or implied, including any implied warranty of merchantability or fitness for a particular purpose, except for its obligations or liabilities under Articles 2, 3, 4 and 14 of this Agreement, and Item 3(d) below, and Greenville neither assumes nor authorizes any person to assume for it any other liability in connection with the construction and delivery of the Equipment.

Greenville agrees to use its best efforts to include, as a condition of its purchase order with the vendor of any specialty purchased by Greenville for incorporation in the Equipment manufactured by it, an agreement by such vendor to the effect that all warranty agreements and representations, if any, made by such vendor with respect to such specialty may be enforced by the Railroad, in the Railroad's own name, by Greenville, in Greenville's own name, or by Greenville and the Railroad jointly; provided, however, that if any vendor does not accept such an agreement and Greenville so notifies the Railroad, Greenville shall have no obligation to the Railroad under this sentence if such an agreement is not contained in any such purchase order. Greenville further agrees that, whether or not such an agreement is contained in

any such purchase order, the Railroad as well as Greenville may to the extent permitted by law take and prosecute claims against vendors of specialties purchased by Greenville for incorporation in the Equipment manufactured by Greenville for the breach of any warranty by the vendors with respect to such specialties. Greenville and the Railroad each agree to notify the other prior to the assertion of any claim by them against any such vendors of specialties. If Greenville determines that it has no interest in any such claim asserted by the Railroad, Greenville agrees to assign to the Railroad, solely for the purpose of making and prosecuting any such claim, all of the rights which Greenville has against such vendor for the breach of warranty or other representation respecting the Equipment manufactured by it. The word "specialties" as used herein shall be deemed to include articles, materials, systems, formulae and processes.

Greenville further agrees with the Railroad that neither the inspection as provided in Article 3 of this Agreement, nor any examination, nor the acceptance of any units of the Equipment as provided in said Article 3 shall be deemed a waiver or a modification by the Railroad of any of its rights under this Item 2(d).

(e) General Electric Company (hereinafter in this Schedule A called "GE") warrants to the Railroad that each unit of Equipment manufactured by it hereunder will be free from defects in material, workmanship and title under normal use and service, and will be of the kind and quality designated or described in the Specifications referred to in Article 2 of this Agreement. The foregoing warranty is exclusive and in lieu of all other warranties, whether written, oral, implied or statutory (except as to title). NO WARRANTY OF MERCHANTABILITY OR OF FITNESS FOR PURPOSE SHALL APPLY. If it appears within ~~two (2) years~~ from the date of shipment by GE, ~~or within 250,000 miles of operation,~~ ~~whichever event shall first occur,~~ that the Equipment delivered by GE under this Agreement does not meet the warranties specified above, and the Railroad

ne (1) year

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notifies GE promptly, GE, after verification as to condition and usage, shall correct any defect including nonconformance with the Specifications, at its option, either by repairing any defective part or parts made available to GE, or by making available at GE's plant or warehouse, a repaired or replacement part. If requested by GE, the Railroad will ship the defective part or parts, with shipping charges prepaid, to the plant or warehouse designated by GE.

The liability of GE to the Railroad (except as to title) arising out of the supplying of any unit of Equipment hereunder, or its use, whether on warranty, contract or negligence, shall not in any case exceed the cost of correcting defects in the Equipment as herein provided, and upon the expiration of the warranty period specified above, all such liability shall terminate. GE shall have no liability for any unit of Equipment or part thereof which becomes defective by reason of improper storage or application, misuse, negligence, accident or improper operation, maintenance, repairs or alterations on the part of the Railroad, or any third party other than GE. The foregoing shall constitute the sole remedy of the Railroad and the sole liability of GE.

In no event, whether as a result of breach of contract, warranty, tort (including negligence) or otherwise, shall GE or its suppliers be liable for any special, consequential, incidental or penal damages including, but not limited to, loss of profit or revenues, loss of use of the products or any associated equipment, damage to associated equipment, cost of capital, cost of substitute products, facilities, services or replacement power, down time costs, or claims of the Railroad's customers for such damages.

It is understood that GE has the right to make any changes in design and add improvements to equipment at any time without incurring any obligations to install, at GE's expense, the same or other equipment sold by GE.

GE warrants specialties not of its own specification or design to the same extent that the suppliers of such specialties warrant such items to GE. GE further agrees that the Railroad as well as GE may to the extent permitted by law take and prosecute claims against vendors of specialties purchased by GE for incorporation in the Equipment manufactured by GE for the breach of any warranty by the vendors with respect to such specialties. GE and the Railroad each agree to notify the other prior to the assertion of any claim by them against any such vendors of specialties. If GE determines that it has no interest in any such claim asserted by the Railroad, GE agrees to assign to the Railroad, solely for the purpose of making and prosecuting any such claim, all of the rights which GE has against such vendor for the breach of warranty or other representation respecting the Equipment manufactured by it. The word "specialties" as used herein shall be deemed to include articles, materials, systems, formulae and processes of other than GE's manufacture or design.

THERE ARE NO WARRANTIES WITH RESPECT TO MATERIAL AND WORKMANSHIP, EXPRESSED OR IMPLIED, MADE BY GE EXCEPT THE WARRANTIES SET OUT ABOVE AND EXCEPT AS SET FORTH UNDER ITEM 3(e) BELOW.

- Item 3: (a) Except in cases of articles or materials specified by the Railroad and not manufactured by Bethlehem and in cases of designs, systems, processes, formulae or combinations specified by the Railroad and not developed or purported to be developed by Bethlehem, Bethlehem agrees to indemnify, protect and hold harmless the Railroad from and against any and all liability, claims, costs, charges and expenses, including royalty payments and counsel fees, in any manner imposed upon or accruing against the Railroad, its assigns or the users of the Equipment because of the use in or about the construction or operation of any of the Equipment of any design, system, process, formula, combination, article or material which infringes or is claimed to infringe on any patent or other right. The Railroad likewise will indemnify, protect and hold harmless the

Vendor from and against any and all liability, claims, costs, charges and expenses, including royalty payments and counsel fees, in any manner imposed upon or accruing against the Vendor because of the use in or about the construction or operation of any of the Equipment of any article or material specified by the Railroad and not manufactured by Bethlehem or of any design, system, process, formula or combination specified by the Railroad and not developed or purported to be developed by Bethlehem which infringes or is claimed to infringe on any patent or other right. Bethlehem agrees to and hereby does, to the extent legally possible without impairing any claim, right or cause of action hereinafter referred to, assign, set over and deliver to the Railroad every claim, right and cause of action which Bethlehem has or hereafter shall have against the seller or sellers of any designs, systems, processes, formulae, combinations, articles or materials specified by the Railroad and purchased or otherwise acquired by Bethlehem for use in or about the construction or operation of any of the Equipment on the ground that any such design, system, process, formula, combination, article or material or operation thereof infringes or is claimed to infringe on any patent or other right. Bethlehem further agrees to execute and deliver to the Railroad or the users of the Equipment all and every such further assurance as may be reasonably requested by the Railroad more fully to effectuate the assignment and delivery of every such claim, right and cause of action. Bethlehem will give notice to the Railroad of any claim known to Bethlehem from which liability may be charged against the Railroad hereunder and the Railroad will give notice to Bethlehem of any claim known to the Railroad from which liability may be charged against Bethlehem hereunder. Such covenants of indemnity shall continue in full force and effect notwithstanding the full payment of all sums due under this Agreement, or the satisfaction, discharge or termination of this Agreement in any manner whatsoever.

(b) Except in cases of articles or materials specified by the Railroad and not manufactured by Portec and in cases of designs, systems, processes, formulae or combinations specified by the Railroad

and not developed or purported to be developed by Portec, Portec agrees to indemnify, protect and hold harmless the Railroad from and against any and all liability, claims, costs, charges and expenses, including royalty payments and counsel fees, in any manner imposed upon or accruing against the Railroad, its assigns or the users of its Equipment because of the use in or about the construction or operation of any of the Equipment of any design, system, process, formula, combination, article or material which infringes or is claimed to infringe on any patent or other right. The Railroad likewise will indemnify, protect and hold harmless Portec from and against any and all liability, claims, costs, charges and expenses, including royalty payments and counsel fees, in any manner imposed upon or accruing against Portec because of the use in or about the construction or operation of any of the Equipment of any article or material specified by the Railroad and not manufactured by Portec or of any design, system, process, formula or combination specified by the Railroad and not developed or purported to be developed by Portec which infringes or is claimed to infringe on any patent or other right. Portec agrees to and hereby does, to the extent legally possible without impairing any claim, right or cause of action hereinafter referred to, assign, set over and deliver to the Railroad every claim, right and cause of action which Portec has or hereafter shall have against the seller or sellers of any designs, systems, processes, formulae, combinations, articles or materials specified by the Railroad and purchased or otherwise acquired by Portec for use in or about the construction or operation of any of the Equipment on the ground that any such design, system, process, formula, combination, article or material or operation thereof infringes or is claimed to infringe on any patent or other right. Portec further agrees to execute and deliver to the Railroad or the users of the Equipment all and every such further assurance as may be reasonably requested by the Railroad more fully to effectuate the assignment and delivery of every such claim, right and cause of action. Portec will give notice to the Railroad of any claim known to Portec from which liability

may be charged against the Railroad hereunder and the Railroad will give notice to Portec of any claim known to the Railroad from which liability may be charged against Portec hereunder. Such covenants of indemnity shall continue in full force and effect notwithstanding the full payment of all sums due under this Agreement, or the satisfaction, discharge or termination of this Agreement in any manner whatsoever.

(c) Except in cases of articles or materials specified by the Railroad and not manufactured by FMC and in cases of designs, systems, processes, formulae or combinations specified by the Railroad and not developed or purported to be developed by FMC, FMC agrees to indemnify, protect and hold harmless the Railroad from and against any and all liability, claims, costs, charges and expenses, including royalty payments and reasonable counsel fees, in any manner imposed upon or accruing against the Railroad, its assigns or the users of the Equipment (i) because of the use in or about the construction or operation of any of the Equipment of any design, system, process, formula, combination, article or material which infringes or is claimed to infringe on any patent or other right or (ii) arising out of any accident or tort during the construction, possession or storage by FMC of any unit of Equipment resulting in damage to property or injury or death to any person. The Railroad likewise will indemnify, protect and hold harmless the Vendor from and against any and all liability, claims, costs, charges and expenses, including royalty payments and reasonable counsel fees, in any manner imposed upon or accruing against the Vendor because of the use in or about the construction or operation of any of the Equipment of any article or material specified by the Railroad and not manufactured by FMC or of any design, system, process, formula or combination specified by the Railroad and not developed or purported to be developed by FMC which infringes or is claimed to infringe on any patent or other right. FMC agrees to and hereby does, to the extent legally possible without impairing any claim, right or cause of action hereinafter referred to, assign, set over and deliver to the

Railroad every claim, right and cause of action which FMC has or hereafter shall have against the seller or sellers of any designs, systems, processes, formulae, combinations, articles or materials specified by the Railroad and purchased or otherwise acquired by FMC for use in or about the construction or operation of any of the Equipment on the ground that any such design, system, process, formula, combination, article or material or operation thereof infringes or is claimed to infringe on any patent or other right. FMC further agrees to execute and deliver to the Railroad or the users of the Equipment all and every such further assurance as may be reasonably requested by the Railroad more fully to effectuate the assignment and delivery of every such claim, right and cause of action. FMC will give prompt notice to the Railroad of any claim known to FMC from which liability may be charged against the Railroad hereunder and the Railroad will give prompt notice to FMC of any claim known to the Railroad from which liability may be charged against FMC hereunder. Such covenants of indemnity shall continue in full force and effect notwithstanding the full payment of all sums due under this Agreement, or the satisfaction, discharge or termination of this Agreement in any manner whatsoever.

(d) Except in cases of articles or materials specified by the Railroad and not manufactured by Greenville and in cases of designs, systems, processes, formulae or combinations specified by the Railroad and not developed or purported to be developed by Greenville, Greenville agrees to indemnify, protect and hold harmless the Railroad from and against any and all liability, claims, costs, charges and expenses, including royalty payments and counsel fees, in any manner imposed upon or accruing against the Railroad, its assigns or the users of its Equipment, because of the use in or about the construction or operation of any of the Equipment of any design, system, process, formula, combination, article or material which infringes or is claimed to infringe on any patent or other right. Greenville agrees to and hereby does, to the extent legally possible without impairing any claim, right or cause of action hereinafter referred to, assign, set over and deliver to the Railroad every claim, right and

cause of action which Greenville has or hereafter shall have against the seller or sellers of any designs, systems, processes, formulae, combinations, articles or materials specified by the Railroad and purchased or otherwise acquired by Greenville for use in or about the construction or operation of any of the Equipment on the ground that any such design, system, process, formula, combination, article or material or operation thereof infringes or is claimed to infringe on any patent or any right. Greenville further agrees to execute and deliver to the Railroad or the users of the Equipment all and every such further assurance as may be reasonably requested more fully to effectuate the assignment and delivery of every such claim, right and cause of action. The Railroad will give notice to Greenville of any claim known to the Railroad from which liability may be charged against Greenville hereunder. Such covenants of indemnity shall continue in full force and effect notwithstanding the full payment of all sums due under this Agreement, or the satisfaction, discharge or termination of this Agreement in any manner whatsoever.

(e) Except in cases of designs specified by the Railroad and not developed or purported to be developed by GE, and articles and materials specified by the Railroad and not manufactured by GE, GE warrants for itself that Equipment furnished hereunder, and any part thereof, shall be delivered free of any rightful claim of any third party for infringement of any United States patent. If notified promptly in writing and given authority, information and assistance, GE shall defend, or may settle, at its expense, any suit or proceeding against the Railroad so far as based on a claimed infringement which would result in a breach of this warranty and GE shall pay all damages and costs awarded therein against the Railroad due to such breach. In case any Equipment or part thereof is in such suit or proceeding found to constitute such an infringement and the use of such Equipment or part thereof is enjoined, GE shall at its expense and option, either procure for the Railroad the right to continue using said Equipment or part thereof, or replace same within

six months of such injunction with noninfringing Equipment or part thereof acceptable to the Railroad, or modify same so it becomes noninfringing, or remove the Equipment or part thereof and refund the Purchase Price (less reasonable depreciation for any period of use) and any transportation costs separately paid by the Railroad, but in each case without impairing the operational capability of such Equipment. The proceeding shall not apply to the use of any Equipment or part thereof furnished hereunder in conjunction with any other product in a combination not furnished by GE as a part of this transaction. As to any such combination, GE assumes no liability whatsoever for patent infringement and the Railroad will hold GE harmless against any infringement claims arising therefrom. GE will give notice to the Railroad of any claim known to GE from which liability may be charged against the Railroad hereunder and the Railroad will give notice to GE of any claim known to the Railroad from which liability may be charged against GE hereunder.


The foregoing states the entire liability of GE for patent infringement by the Equipment or any part thereof.

SCHEDULE B

<u>Type</u>	<u>Builder</u>	<u>Builder's Specifications</u>	<u>Builder's Plant</u>	<u>Quantity</u>	<u>Unit Base Price</u>	<u>Total Base Price</u>	<u>Road Numbers or Serial Numbers (Inclusive)</u>	<u>Estimated Time and Place of Delivery</u>
70-ton, 89'4" Standard Deck Flat Cars with End of Car Cushioning for Enclosed Bi-Level Auto Racks	Bethlehem Steel Corporation	DF 3400-498	Johnstown, Pennsylvania	200	\$ 34,250	\$ 6,850,000	SP 518000-SP 518199	April-May 1979, at Builder's Plant
70-ton, 89'4" Flush Deck Low Level Flat Cars with End of Car Cushioning for Enclosed Tri-Level Auto Racks	Bethlehem Steel Corporation	DF 3400-499	Johnstown, Pennsylvania	350	35,200	12,320,000	SP 516453-SP 516605, SP 517365-SP 517561	May-June 1979, at Builder's Plant
Enclosed Bi-Level Super-structures Complete with End Doors for 70-ton, 89'4" Standard Deck Flat Cars	Portec, Inc.	No. 41022	Novi, Michigan or Clinton, Illinois	200	29,000	5,800,000	SP 518000-SP 518199	June-October 1979, at Builder's Plant

Type	Builder	Builder's Specifications	Builder's Plant	Quantity	Unit Base Price	Total Base Price	Road Numbers or Serial Numbers (Inclusive)	Estimated Time and Place of Delivery
Enclosed Tri-Level Superstructures Complete with End Doors for 70-ton, 89'4" Flush Deck Low Level Flat Cars	Portec, Inc.	250-41659	Novi, Michigan	250	\$ 39,000	\$ 9,750,000	SP 516553-SP 516605 and SP 517365-SP 517561	June-October 1979, at Builder's Plant
Enclosed Tri-Level Superstructures Complete with End Doors for 70-ton, 89'4" Flush Deck Low Level Flat Cars	Portec, Inc.	100-41663	Novi, Michigan	100	39,650	3,965,000	SP 516453-SP 516552	June-October 1979, at Builder's Plant
70-ton, 52'8" Box Cars with Double 8' Free Rolling Sliding Doors and Cushion Underframes	FMC Corporation	R-9058-78 dated August 18, 1978, modified by Engineering Change Orders Nos. 1 and 2 of 12/8/78 revised 2/15/79	Portland, Oregon	148	37,500	5,550,000	SP 246260-SP 246407	June-July 1979, at Builder's Plant
100-ton, 2,300 cu. ft. Steel Car Open Top Hopper Cars	Greenville Steel Car Company	H-2056	Greenville, Pennsylvania	500	30,000	15,000,000	SP 466550-SP 467049	July-September 1979, at Builder's Plant
Locomotive Slug Units	General Electric Company	Purchase Order P-1151	Minneapolis, Minnesota	4	191,650	766,600	SP 1010-SP 1013	May-June 1979, at Builder's Plant
						<u>\$60,001,600</u>		

Type	Builder	Specifications	Plant	Quantity	Base Price	Base Price	Inclusive	UL Delivery
Enclosed Tri-Level Superstructures Complete with End Doors for 70-ton, 89'4" Flush Deck Low Level Flat Cars	Portec, Inc.	250-41659	Novi, Michigan	250	\$ 39,000	\$ 9,750,000	SP 516553- SP 516605 and SP 517365- SP 517561	June-October 1979, at Builder's Plant
Enclosed Tri-Level Superstructures Complete with End Doors for 70-ton, 89'4" Flush Deck Low Level Flat Cars	Portec, Inc.	100-41663	Novi, Michigan	100	39,650	3,965,000	SP 516453- SP 516552	June-October 1979, at Builder's Plant
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100-ton, 2,300 cu. ft. Steel Car Open Top Hopper Cars	Greenville Steel Car Company	H-2056	Greenville, Pennsylvania	500	30,000	15,000,000	SP 466550- SP 467049	July-September 1979, at Builder's Plant
Locomotive Slug Units	General Electric Company	Purchase Order P-1151, as modified by General Electric letter dated 4/9/79 to Railroad	Minneapolis, Minnesota	4	191,650	766,600	SP 1010- SP 1013	May-June 1979, at Builder's Plant
						<u>\$60,001,600</u>		


 APR - 9 1979

AGREEMENT AND ASSIGNMENT

Dated as of April 1, 1979,

Between

Each of

BETHLEHEM STEEL CORPORATION,

PORTEC, INC.,

FMC CORPORATION,

GREENVILLE STEEL CAR COMPANY,

and

GENERAL ELECTRIC COMPANY,
Builders

and

METROPOLITAN LIFE INSURANCE COMPANY,
Assignee

AGREEMENT AND ASSIGNMENT

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AGREEMENT AND ASSIGNMENT dated as of April 1, 1979, between METROPOLITAN LIFE INSURANCE COMPANY (the "Assignee") and each of BETHLEHEM STEEL CORPORATION, PORTEC, INC., FMC CORPORATION, GREENVILLE STEEL CAR COMPANY and GENERAL ELECTRIC COMPANY (individually called the "Builder" and collectively the "Builders").

The Builders and SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation (the "Railroad"), have entered into a Conditional Sale Agreement dated as of the date hereof (the "CSA"), covering the construction, sale and delivery, on the conditions therein set forth, by the Builders, severally, and the purchase by the Railroad of the new railroad equipment described in Schedule B to the CSA (said equipment being hereinafter called the "Equipment" and the Equipment constructed, sold and delivered by each Builder being hereinafter sometimes called "such Builder's Equipment" or "its Equipment").

NOW, THEREFORE, THIS AGREEMENT AND ASSIGNMENT (this "Assignment") WITNESSETH: That, in consideration of the sum of One Dollar (\$1.00) and other good and valuable consideration paid by the Assignee to each Builder, the receipt of which is hereby acknowledged, as well as of the mutual covenants herein contained, the parties do hereby agree as follows:

SECTION 1. Each Builder hereby assigns, transfers and sets over unto the Assignee, its successors and assigns:

(a) all the right, title and interest of such Builder in and to each unit of its Equipment when and as delivered to and accepted by the Railroad, subject to payment by the Assignee to such Builder of the amount required to be paid to such Builder under Section 4 hereof;

(b) all the right, title and interest of such Builder in and to the CSA (except the right to construct and deliver its Equipment and the right to receive the payments specified in the third paragraph of Article 3 thereof, in subparagraph (a) of the third paragraph of

Article 4 thereof, and the last paragraph of Article 15 thereof and reimbursements for taxes paid or incurred by such Builder as provided in Article 5 thereof), and in and to any and all amounts which may be or become due or owing by the Railroad to such Builder under the CSA in respect of the Purchase Price (as defined in the CSA) of the Equipment and interest thereon, and in and to any other sums becoming due from the Railroad under the CSA, other than those hereinabove excluded; and

(c) except as limited by subparagraph (b) hereof, all such Builder's rights, powers, privileges and remedies under the CSA;

without any recourse against such Builder for or on account of the failure of the Railroad to make any of the payments provided for in, or otherwise to comply with, any of the provisions of the CSA; provided, however, that this Assignment shall not subject the Assignee to, or transfer, or pass, or in any way affect or modify, the liability of such Builder to construct and deliver its Equipment in accordance with the CSA or with respect to its obligations contained or referred to in Article 14 of the CSA, or relieve the Railroad from its obligations to such Builder contained or referred to in Articles 2, 3, 4, 5, 13, 14 and 15 of the CSA, it being understood and agreed that, notwithstanding this Assignment, or any subsequent assignment pursuant to the provisions of Article 15 of the CSA, all obligations of such Builder to the Railroad with respect to its Equipment shall be and remain enforceable by the Railroad, its successors and assigns, against and only against such Builder. In furtherance of the foregoing assignment and transfer, each Builder hereby authorizes and empowers the Assignee, in the Assignee's own name or in the name of the Assignee's nominee, or in the name of and as attorney hereby irrevocably constituted for such Builder, to ask, demand, sue for, collect, receive and enforce any and all sums to which the Assignee is or may become entitled under this Assignment and to ask, demand, sue for and enforce compliance by the Railroad with the terms and agreements on its part to be performed under the CSA, but at the expense and liability and for the sole benefit of the Assignee.

SECTION 2. Each Builder agrees that it shall construct its Equipment in full accordance with the CSA and will deliver the same upon completion to the Railroad in accordance with the provisions of the CSA; and that, notwithstanding

this Assignment, it will perform and fully comply with each and all of the covenants and conditions of the CSA set forth to be performed and complied with by such Builder. Each Builder further agrees that it will warrant to the Assignee and the Railroad that at the time of delivery of each unit of its Equipment under the CSA it had legal title to such unit and good and lawful right to sell such unit and that title to such unit was free of all claims, liens, security interests and other encumbrances (other than those created by the CSA); and each Builder further agrees that it will defend the title to each unit of its Equipment against the demands of all persons whomsoever based on claims originating prior to the delivery of such unit by such Builder under the CSA; all subject, however, to the provisions of the CSA and the rights of the Railroad thereunder. No Builder will deliver any of its Equipment to the Railroad under the CSA until the filings and recordations referred to in Article 19 of the CSA have been effected (the respective Builders and their counsel being entitled to rely on advice from special counsel for the Assignee that such filings and recordations have been effected).

SECTION 3. Each Builder agrees with the Assignee that in any suit, proceeding or action brought by the Assignee under the CSA for any installment of, or interest on, indebtedness in respect of the Purchase Price of its Equipment or to enforce any provision of the CSA, such Builder will indemnify, protect and hold harmless the Assignee from and against all expense, loss or damage suffered by reason of any defense, setoff, counterclaim or recoupment whatsoever of the Railroad arising out of a breach by such Builder of any obligation with respect to the Equipment of such Builder or the manufacture, construction, delivery or warranty thereof, or by reason of any defense, setoff, counterclaim or recoupment whatsoever arising by reason of any other indebtedness or liability at any time owing to the Railroad by such Builder. Each Builder's obligation so to indemnify, protect and hold harmless the Assignee is conditional upon (a) the Assignee's timely motion or other appropriate action, on the basis of Article 15 of the CSA, to strike any defense, setoff, counterclaim or recoupment asserted by the Railroad in any such suit, proceeding or action and (b) if the court or other body having jurisdiction in such suit, proceeding or action denies such motion or other action and accepts such defense, setoff, counterclaim or recoupment as a triable issue in such suit, proceeding or action, the Assignee's prompt notification to such Builder of the asserted defense, setoff, counterclaim or

recoupment and the Assignee's giving such Builder the right, at such Builder's expense, to compromise, settle or defend against such defense, setoff, counterclaim or recoupment.

Except in cases of articles or materials specified by the Railroad and not manufactured by such Builder and in cases of designs, systems, processes, formulae or combinations specified by the Railroad and not developed or purported to be developed by such Builder, each Builder agrees to indemnify, protect and hold harmless the Assignee from and against any and all liability, claims, costs, charges and expenses, including royalty payments and counsel fees, in any manner imposed upon or accruing against the Assignee or its assigns because of the use in or about the construction or operation of any of its Equipment of any design, system, process, formula, combination, article or material which infringes or is claimed to infringe on any patent or other right. The Assignee will give prompt notice to the appropriate Builder of any such liability or claim actually known to the Assignee and will give such Builder the right, at such Builder's expense, to compromise, settle or defend against such claim.

Each Builder agrees that any amounts payable to it by the Railroad with respect to its Equipment, whether pursuant to the CSA or otherwise, not hereby assigned to the Assignee, shall not be secured by any lien, charge or security interest upon the Equipment or any unit thereof (other than such as result from reassignment to such Builder in accordance with the last paragraph of Section 4 hereof).

SECTION 4. The Assignee, on each Closing Date fixed as provided in Article 4 of the CSA with respect to a Group (as defined in said Article 4) of the Equipment, shall pay to the Builder whose Equipment shall be included in such Group and to each Builder which shall submit a supplemental invoice for settlement on such Closing Date as contemplated in Article 4 of the CSA an amount equal to the portion of the Purchase Price of such Builder's Equipment as shown on the invoice therefor then being settled for which, under the terms of said Article 4, is payable in installments, provided that there shall have been delivered to the Assignee, as provided in Article 15 of the CSA, at least five business days (as defined in said Article 4) prior to such Closing Date, the following documents, in form and substance satisfactory to it and to its special counsel hereinafter mentioned, in such number of counterparts as may be reasonably

requested by said special counsel:

(a) a bill of sale from such Builder to the Assignee transferring to the Assignee the title of such Builder in such Builder's Equipment in such Group, warranting to the Assignee and to the Railroad that at the time of delivery of such units under the CSA such Builder had legal title to such units and good and lawful right to sell such units and that title to such units was free of all claims, liens, security interests and other encumbrances (other than those created by the CSA), and covenanting to defend the title to such units against the demands of all persons whomsoever based on claims originating prior to the delivery of such units by such Builder under the CSA;

(b) a Certificate or Certificates of Acceptance with respect to the units of such Builder's Equipment in such Group as contemplated by Article 3 of the CSA;

(c) an invoice of such Builder for the units of such Builder's Equipment in such Group and any supplemental invoice (as contemplated by the last sentence of the third paragraph of said Article 4) accompanied by or having endorsed thereon a certification by the Railroad as to the correctness of the prices of such units;

(d) an opinion of Messrs. Cravath, Swaine & Moore, who are acting as special counsel for the Assignee, dated as of such Closing Date, to the effect that (i) the CSA has been duly authorized, executed and delivered by the Railroad and each Builder and is a legal, valid and binding instrument enforceable against the Railroad and each Builder in accordance with its terms, (ii) this Assignment has been duly authorized, executed and delivered by each Builder and the Assignee and is a legal, valid and binding instrument, (iii) the Assignee is vested with all the rights, titles, interests, powers and privileges purported to be assigned to it by each Builder under this Assignment, (iv) title to the units of the Equipment in such Group is validly vested in the Assignee and title to such units, at the time of delivery thereof to the Railroad under the CSA, was free from all claims, liens, security interests and other encumbrances (other than those created by the CSA), (v) no approval of the Interstate Commerce Commission or any other governmental authority is necessary

for the valid execution and delivery of the CSA or this Assignment, or if any such authority is necessary, it has been obtained, (vi) the CSA and this Assignment have been duly filed and recorded with the Interstate Commerce Commission pursuant to 49 U.S.C. § 11303, and financing statements in respect of the CSA, this Assignment and the Equipment have been duly filed and recorded with the Office of the Secretary of State of the State of California in accordance with the applicable provisions of the Uniform Commercial Code of the State of California and no further action, nor any filing or refiling of the aforesaid documents and/or financing statements or continuation statements (except as specified) is necessary for the protection of the rights of the Assignee in any state of the United States of America or in the District of Columbia and (vii) registration of the CSA and this Assignment is not required under the Securities Act of 1933, as amended, and qualification of an indenture with respect thereto is not required under the Trust Indenture Act of 1939, as amended; and such opinion shall also cover such other matters as may reasonably be requested by the Assignee;

(e) an opinion of counsel for the Railroad, dated as of such Closing Date, to the effect set forth in clauses (i), (v) and (vi) of subparagraph (d) above and stating that (A) the Railroad is a duly organized and existing corporation in good standing under the laws of its jurisdiction of incorporation and has the power and authority to own its properties and to carry on its business as now conducted and (B) assuming due authorization, execution and delivery thereof by the parties thereto, this Assignment is a legal, valid and binding instrument;

(f) an opinion of counsel for each Builder whose Equipment is being settled for on such Closing Date, dated as of such Closing Date, to the effect set forth in clauses (iii) and (iv) of subparagraph (d) above and stating that (i) such Builder is a duly organized and existing corporation in good standing under the laws of its jurisdiction of incorporation and has the power and authority to own its properties and to carry on its business as now conducted, (ii) the CSA has been duly authorized, executed and delivered by such Builder and is a legal and valid instrument binding upon such Builder and enforceable against such Builder in accordance with its terms and (iii) this Assignment has been duly authorized, executed and delivered by such Builder

and is a legal and valid instrument binding upon such Builder and (iv) if such Group consists of automobile rack superstructures, the delivery of the original counterpart of the CSA to the Assignee (within the meaning of Section 24 of the CSA) is the only act required under the Uniform Commercial Code of the State wherein such Builder maintains its chief or principal place of business to perfect the interests of the Assignee in and to the CSA insofar as it relates to automobile rack superstructures;

(g) a receipt from each Builder whose Equipment is being delivered on said Closing Date for any payment (other than the payment being made by the Assignee pursuant to the first paragraph of this Section 4) required to be made on such Closing Date to such Builder with respect to its Equipment, unless such payment is made by the Assignee with funds furnished to it for that purpose by the Railroad; and

(h) a certificate of an officer of the Railroad, dated as of such Closing Date, to the effect that (i) no event of default, or event which with the lapse of time and/or demand provided for in the CSA could constitute an event of default, shall have occurred and is then continuing, (ii) no tax liens (including tax liens filed pursuant to Section 6323 of the Internal Revenue Code of 1954, as amended) have been filed and are currently in effect which would adversely affect the security interest of the Assignee in the Equipment, and (iii) no taxes, assessments or governmental charges or levies are delinquent.

In giving the opinions specified in subparagraphs (d), (e) and (f) of this Section 4, counsel may qualify any opinion to the effect that any agreement is a legal, valid and binding instrument enforceable in accordance with its terms by a general reference to limitations as to enforceability imposed by bankruptcy, insolvency, reorganization, moratorium or other similar laws affecting the enforcement of creditors' rights generally. In giving the opinions specified in subparagraphs (d) and (e) of this Section 4, counsel may rely on the opinion of counsel for each Builder as to title to such Builder's Equipment at the time of delivery thereof under the CSA; and in giving the opinion specified in said subparagraph (d), counsel may rely as to

any matter governed by the law of any jurisdiction other than New York or the United States, on the opinion of counsel for a Builder or the opinion of counsel for the Railroad as to such matter.

The Assignee shall not be required to make payment for the Equipment assigned hereunder:

(i) on any Closing Date, unless the interests acquired by the Assignee on such Closing Date shall be a legal investment under Section 81(2)(a), 81(2)(b) or 81(4)(b) of the New York Insurance Law; or

(ii) at any time after the commencement of any proceedings specified in clause (c) or (d) of Article 16 of the CSA or if an event of default, or any event which with the lapse of time and/or demand provided for in the CSA could constitute an event of default, shall have occurred and be continuing under the CSA.

In the event that the Assignee shall not make any such payment, the Assignee shall reassign to such Builder, without recourse to the Assignee, all right, title and interest of the Assignee in and to the units of the Equipment with respect to which payment has not been made by the Assignee, except that, if the Assignee shall not make payment in respect of a supplemental invoice for any Equipment after having made a payment in respect of a preliminary invoice for such Equipment, the Assignee shall retain all right, title and interest in and to such Equipment, but such Builder shall retain, as an unsecured obligation, the right to receive and collect from the Railroad the payment due under such supplemental invoice.

SECTION 5. The Assignee may assign all or any of its rights under the CSA, including the right to receive any payments due or to become due to it from the Railroad thereunder. In the event of any such assignment any such subsequent or successive assignee or assignees shall, to the extent of such assignment, enjoy all the rights and privileges and be subject to all the obligations of the Assignee hereunder.

SECTION 6. Each Builder hereby:

(a) represents and warrants to the Assignee,

its successors and assigns, that the CSA was duly authorized by it and lawfully executed and delivered by it for a valid consideration, that, assuming due authorization, execution and delivery by the Railroad, the CSA is a valid agreement binding upon it in accordance with its terms and that it is in force without amendment thereto;

(b) agrees that it will from time to time and at all times, at the request of the Assignee or its successors or assigns, make, execute and deliver all such further instruments of assignment, transfer and assurance and do such further acts and things as may be necessary and appropriate in the premises to give effect to the provisions hereinabove set forth and more perfectly to confirm the rights, titles and interests hereby assigned and transferred to the Assignee or intended so to be; and

(c) agrees that, upon request of the Assignee, its successors and assigns, it will execute any and all instruments which may be necessary or proper in order to discharge of record the CSA or any other instrument evidencing any interest of such Builder therein or in the Equipment of such Builder.

SECTION 7. The terms of this Assignment and all rights and obligations hereunder shall be governed by the laws of the State of New York; provided, however, that the parties shall be entitled to all the rights conferred as provided in Article 23 of the CSA.

SECTION 8. The rights and obligations of the Builders under this Agreement are several in accordance with their interests and not joint. Accordingly, whenever this Agreement, by the use of such designation as "the Builder", "such Builder" or other similar term, confers a right or imposes an obligation upon any corporation named in the first paragraph hereto or its successor, such right or obligation shall be construed to accrue to or to be enforceable against only the specific corporation furnishing the units of Equipment giving rise to such right or obligation and its successors as herein provided.

SECTION 9. This Assignment may be executed in any number of counterparts, all of which together shall

constitute a single instrument. Although this Assignment is dated for convenience as of the date first set forth above, the actual date or dates of execution hereof by the parties hereto is or are, respectively, the date or dates stated in the acknowledgments hereto annexed.

IN WITNESS WHEREOF, the parties hereto, each pursuant to due corporate authority, have caused this instrument to be executed in their respective corporate names by duly authorized officers, and their respective corporate seals to be hereunto affixed and duly attested, all as of the date first above written.

BETHLEHEM STEEL CORPORATION,

by

[CORPORATE SEAL]

Vice President

Attest:

Assistant Secretary

PORTEC, INC.,

by

[CORPORATE SEAL]

Attest:

FMC CORPORATION,

by

[CORPORATE SEAL]

Vice President

Attest:

GREENVILLE STEEL CAR COMPANY,

by

Vice President

[CORPORATE SEAL]

Attest:

Assistant Secretary

GENERAL ELECTRIC COMPANY,

by

[CORPORATE SEAL]

Attest:

Attesting Secretary

METROPOLITAN LIFE INSURANCE
COMPANY,

by

William B. Bradford
Vice President
John B. Smith
VICE-PRESIDENT - INVESTMENT COUNSEL

[CORPORATE SEAL]

Attest:

Sarah J. Powers
Assistant Secretary

COMMONWEALTH OF PENNSYLVANIA,)
) ss.:
COUNTY OF LEHIGH,)

On this day of 1979, before me personally appeared , to me personally known, who, being by me duly sworn, says that he is Vice President of BETHLEHEM STEEL CORPORATION, that one of the seals affixed to the foregoing instrument is the corporate seal of said corporation, that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said corporation.

Notary Public

[NOTARIAL SEAL]

STATE OF ILLINOIS,)
) ss.:
COUNTY OF DUPAGE,)

On this day of 1979, before me personally appeared , to me personally known, who, being by me duly sworn, says that he is Vice President of PORTEC, INC., that one of the seals affixed to the foregoing instrument is the corporate seal of said corporation, that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said corporation.

Notary Public

[NOTARIAL SEAL]

STATE OF ILLINOIS,)
)
COUNTY OF COOK,) ss.:

On this day of 1979, before me personally appeared , to me personally known, who, being by me duly sworn, says that he is a General Manager of FMC CORPORATION, that one of the seals affixed to the foregoing instrument is the corporate seal of said corporation, that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said corporation.

Notary Public

[NOTARIAL SEAL]

COMMONWEALTH OF PENNSYLVANIA,)
)
COUNTY OF MERCER,) ss.:

On this day of 1979, before me personally appeared , to me personally known, who, being by me duly sworn, says that he is a Vice President of GREENVILLE STEEL CAR COMPANY, that one of the seals affixed to the foregoing instrument is the corporate seal of said corporation, that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said corporation.

Notary Public

[NOTARIAL SEAL]

COMMONWEALTH OF PENNSYLVANIA,)
) ss.:
COUNTY OF ERIE,)

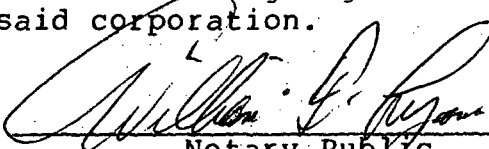
On this day of 1979, before me personally appeared , to me personally known, who, being by me duly sworn, says that he is General Manager of GENERAL ELECTRIC COMPANY, that one of the seals affixed to the foregoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said corporation.

Notary Public

[NOTARIAL SEAL]

STATE OF NEW YORK,)
) ss.:
COUNTY OF NEW YORK,)

On this ^{5TH} day of APRIL 1979, before me personally appeared William J. Blanchfield and THOMAS B. BURCH, to me personally known, who, being by me duly sworn, say that they are, respectively, Vice-President VICE-PRESIDENT - INVESTMENT COUNSEL of METROPOLITAN LIFE INSURANCE COMPANY, that one of the seals affixed to the foregoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors and he acknowledged that the execution of the foregoing instrument was the free act and deed of said corporation.



Notary Public

[NOTARIAL SEAL]

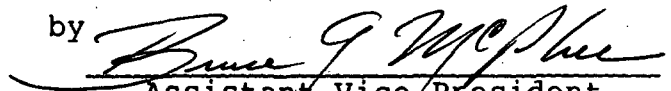
WILLIAM F. LYONS
NOTARY PUBLIC, State of New York
No. 41-2441150 Qual. in Queens Co.
Certificate filed in New York County
Commission Expires March 30, 1981

ACKNOWLEDGMENT OF NOTICE OF ASSIGNMENT

SOUTHERN PACIFIC TRANSPORTATION COMPANY hereby acknowledges due notice of and consents to the assignment made by the foregoing Agreement and Assignment as of April 1, 1979.

SOUTHERN PACIFIC TRANSPORTATION
COMPANY,

by


Assistant Vice President
and Treasurer